

FINAL REPORT

OCTOBER 2017

**DOCUMENTARY STUDY AND
ARCHEOLOGICAL EVALUATION
FOR 3640 WHEELER AVENUE,
ALEXANDRIA, VIRGINIA**

PREPARED FOR:

**SIENA CORPORATION
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Phoenix Mill

3640 Wheeler Avenue, Alexandria, Virginia



Modern view of Phoenix Mill building (Siena Corporation)

Located along Wheeler Avenue in Alexandria is a tall, unassuming brick building with a high-peaked roof. The building's unique many-paned windows hint that the building may be more than it looks. Built in 1801, the building is the last standing grist mill in the City of Alexandria. The four-story brick structure replaced an earlier mill that had burned to the ground in exactly the same spot just months before.

The original mill structure had been built sometime between 1770 and 1789 by William Hartshorne and his partner, George Gilpin (Fairfax Deeds Book R-1:353; Wigglesworth 1976/1977:49). Hartshorne was the sole owner of the mill when fire devastated it in 1801. Hartshorne rebuilt the mill structure, naming it Phoenix Mill. Phoenix Mill was a four-story tall merchant mill that operated four pairs of millstones. The building measured 40 feet wide by 55 feet long and reportedly produced not only flour and feed, but also ground lime for plaster (Wong 2015). The Mutual Assurance Company (1803) valued the mill at \$12,000.

Hartshorne used his mill as collateral for an \$11,400 loan from Pennsylvanian Mordecai Lewis. When Hartshorne defaulted on the loan in 1812, the property was sold at public auction to repay the debt (Fairfax Deeds M-2:141-143).

Thomas Wilson was the successful bidder for the mill property in 1813. He subdivided the

property for the benefit of his heirs in 1823, leaving the mill lot (Lot #2) to David and Hannah Wilson and William and Martha Brown (Fairfax Deeds Book U-2:407, 410A). Neither couple apparently had an interest in operating the mill, for the mill was rented to local millers for the next 30 years.

By 1854, the mill was again for sale at public auction. Now called the Brick Water Mill, the mill was advertised as being able to grind 100 barrels of flour per day. It had four “burrs” or millstones and sat just “yards” from the railroad and turnpike (*Alexandria Gazette*, January 4, 1854).

The Watkins’ family purchased the mill at auction in 1854. They later purchased an adjoining 27-acre parcel to increase the size of the mill property to 83 acres. Like the previous owners of the mill, the Watkins’ rented the mill to local millers.

Renamed Dominion Mill, the mill is shown on a 1865 map showing the Civil War of Washington (below). It sits between the

Orange & Alexandria Railroad and the turnpike, just south of Fort Williams and north of Cameron Run. When the Union occupied the Alexandria area during the Civil War, Union General Winfield Scott ordered the removal of all trees “within 10 miles of the railroad” to deny the element of surprise to would-be Confederate raiders (Lancaster and Lancaster 1992:89). This barren landscape is captured in a period photograph (right). During the Civil War, the Orange & Alexandria Railroad was the only cargo and passenger line that connected Orange County, Virginia, with ports in Alexandria.

The mid-nineteenth century saw changes in both the mill property and the mill building. In

NOTICE OF SALE

"That Valuable new Mill and Farm now occupied by William Hartshorne, known by the name of Strawberry Hill, situated on Holmes's Run and the Little River Turnpike Road in the County of Fairfax about three miles from Alexandria; the tract contains 236 acres, of which 30 are in young thriving timber, 70 in good meadow, the greater part of which may be watered from the Creek and Mill Race - and the residue is well improved arable Land. There are on the premises, one peach and two apple orchards, a productive garden of two acres handsomely laid off - A framed dwelling House two stories high, 30 feet by 20 with two wings, a large Kitchen, a pump of good water at the door; Stables, Stone Spring House, &c. Also a large well-finished new Brick Mill 55 feet by 45, four stories high with three pair of large Burr and one pair of country Mill Stones, capable of manufacturing ten thousand barrels of flour annually. The stream is large and constant, and affords a fall sufficient for water wheels 19 feet in diameter.

-*Alexandria Gazette*, July 7, 1812



Detail from US War Department (1865) *Military Map of NE Virginia, showing Forts and Roads* (Library of Congress)

1866, the Alexandria Water Company rerouted its intake canal to cross the lower part of the mill property. Phoenix Mill's tailrace now emptied into the Water Company canal rather



Locomotive on the Orange & Alexandria Railroad, Virginia (1862) (Prints & Photographs Division, Library of Congress)



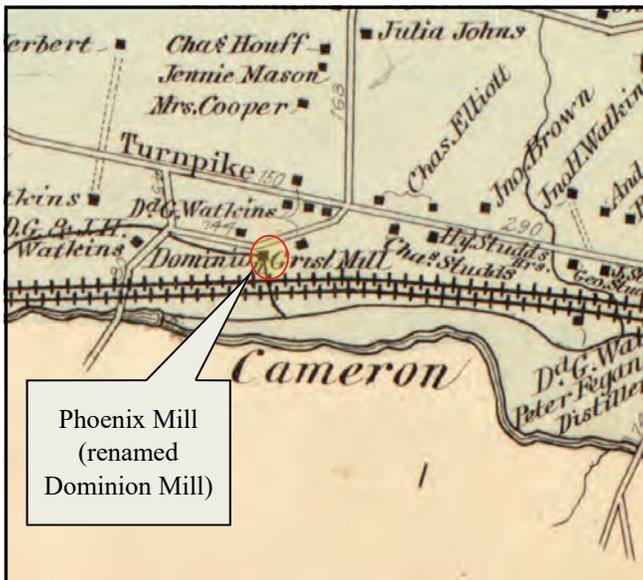
Undated Civil War-era photograph showing cleared land around Phoenix Mill (Image from Davis 1985)

than into Cameron Run. By 1871, the Alexandria & Fredericksburg Railroad (formerly the Orange & Alexandria Railroad) had condemned part of the mill property for their new right-of-way. This again altered the tailrace for the mill.

Sometime after 1870, a second overshot wheel was added to the mill. Reportedly made by the Jamieson and Collins foundry in Alexandria (Wong 2015), the new metal wheel increased the mill's output from 35 hp to 80 hp. The land's value also increased from \$1,500 in 1870 to \$5,000 in 1878 (Land Tax 1870, 1878).

The Watkins family sold the mill in 1888 to pay estate debts. John Brown purchased the 83 acres that included the mill, then known as Old Dominion Mill, for \$6,500 (Fairfax Deeds Book H-5:50). Brown defaulted on the deed and the mill was again sold. Frank Hill purchased the mill in 1896 (Chataigne 1888). Like those before him, Hill leased the mill to local millers who oversaw mill operations.

When Hill sold the mill and its land six years later, he appears to have sold the mill building separately. Charles Cockrell purchased



Detail from Hopkins (1878) *Atlas of fifteen miles around Washington* showing the mill as Dominion Grist Mill

the land around the mill and farmed the property (Fairfax Deeds Book L-6:659) Newton Carr, who boarded with Cockrell, operated the mill and may have overseen the replacement of the mill's original wooden wheel in 1909 with a Fitz 1-X-L metal wheel (Census, Population Schedule, Falls Church District 1910:209; Wong 2015).

By 1930 the mill had ceased operation and most of the land Cockrell purchased had been subdivided and sold. The photo (below right) shows the mill and surrounding lands as they appeared in 1927.

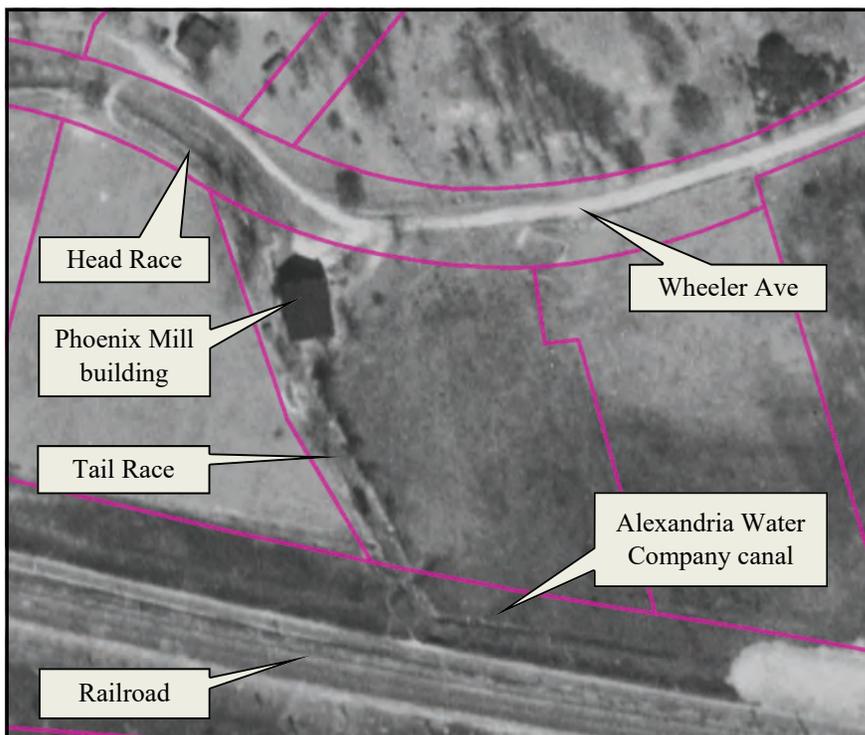
Samuel Bell, who at some point had acquired the mill building, purchased two parcels from Cockrell in 1954. He then sold the combined properties to the Industrial Maintenance Corporation in 1958 (Alexandria Deeds 466:492-493). The Corporation made many changes to the property, including adding a large wing onto the mill building. It may have been around this time that the mill's head and tail races, still visible in the 1927 photograph (right) were filled and the property paved.

Siena Corporation recently purchased the Phoenix Mill building. They plan to adaptively reuse the mill building, removing the non-historic additions and adding landscape elements that will echo the building's historic past as a grist mill. The mill will again be a reminder of the milling industry that flourished along the banks of Cameron Run less than a century ago.

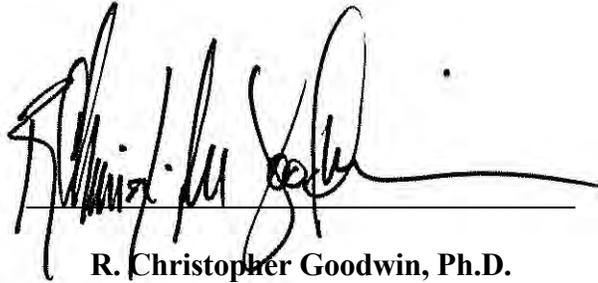


Above: Undated mid-nineteenth century photograph of Phoenix Mill building, mistakenly labeled as Cloud's Mill (Source: William Smith Collection, Alexandria Public Library)

Below: Aerial Photograph taken in 1927 showing the Phoenix Mill and mill races (Source: Alexandria Archeology 2016)



**Documentary Study and Archeological Evaluation
for 3640 Wheeler Avenue,
Alexandria, Virginia**

A handwritten signature in black ink, appearing to read 'R. Christopher Goodwin', written over a horizontal line.

**R. Christopher Goodwin, Ph.D.
Principal Investigator**

by

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October 2017

for

**Siena Corporation
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ABSTRACT

This documentary study and archeological assessment was conducted on behalf of Siena Corporation, in support of the permitting process for proposed redevelopment for 3640 Wheeler Avenue, in the City of Alexandria, Virginia. The work was conducted pursuant to a Scope of Work for a Documentary Study and Archeological Evaluation (dated March 3, 2016) generated by Alexandria Archeology in response to the project. The study was designed to assist Siena Corporation to comply with the City of Alexandria's Archeological Ordinance No. 3413 (1989), Section 11-411 of the City's Zoning Ordinance (1992), and Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (USDI NPS 1983).

Consultation regarding the scope of the documentary study was conducted with Dr. Garrett Fesler, staff archeologist with the City of Alexandria. All work was conducted in accordance with standards established in the Secretary of Interior's *Standards and Guidelines for Archeology and Historic Preservation; Guidelines for Conducting Historic Resources Survey in Vir-*

ginia (Virginia Department of Historic Resources [VDHR] 2011); and *City of Alexandria's Archeological Standards* (1996).

A review of available historic documents, previous cultural resources surveys conducted in the vicinity of the project area, client-provided geotechnical data, and client-provided data on current conditions indicate the project area has suffered moderate to severe subsurface disturbance from past historic development activities. Although the historic Phoenix Mill is located on the property, the land adjacent to the mill has been deeply cut and filled to create the current landscape. Geotechnical soil borings indicate between 5-12.5 feet of fill material overlies subsoil deposits within the project area. While fill material has the potential to preserve archeological resources, the fill material extends significantly below the natural surface grade. Due to the aggressive nature of this disturbance, it is unlikely that significant prehistoric or historic deposits related to the pre-modern development of the property remain.

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INTRODUCTION

Introduction

This report provides the results of the documentary study and archeological assessment conducted for 3640 Wheeler Avenue, located in the City of Alexandria, Virginia (Figures 1.1 and 1.2). The report has been completed on behalf of Siena Corporation, in support of the permitting process for proposed redevelopment of the project area. The work was conducted pursuant to a Scope of Work for a Documentary Study and Archeological Evaluation (dated March 3, 2016) generated by Alexandria Archeology in response to the project, and followed recommendations put forth in the Scope of Work.

The study was designed to assist Siena Corporation to comply with the City of Alexandria's Archeological Ordinance No. 3413 (1989), Section 11-411 of the City's Zoning Ordinance (1992), and Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (USDI/NPS 1983). All work was conducted in accordance with standards established in the Secretary of Interior's *Standards and Guidelines for Archeology and Historic Preservation; Guidelines for Conducting Historic Resources Survey in Virginia* (Virginia Department of Historic Resources [VDHR] 2011); and *City of Alexandria's Archeological Standards* (1996).

The Phase IA study provides a review of cultural resources surveys conducted in the vicinity of the project area, a review of known archeological sites and built resources; a review of soil bore data obtained for the project area by Hillis-Carnes Engineering Associates, Inc.; and an inspection of other archival data held by Alexandria Archeology in their files. The study also provides an assessment of the archeological potential of the property that identifies areas of high archeological potential and includes specific recommendations for evaluating their significance. As part of the study, preliminary consultation about the

potential direction of archeological investigations was conducted with Dr. Garrett Fesler, staff archeologist with the City of Alexandria.

Project Description and Natural Setting

The proposed redevelopment project encompasses a 0.81 ha (2 ac) parcel located at 3640 Wheeler Avenue, in the City of Alexandria, Virginia. The property is bound on the north by Wheeler Avenue, on the south by the right-of-way for the CSX Railway, and on the east and west by developed commercial parcels. The parcel is fully developed and includes the historic Phoenix Mill building (VDHR #100-0277), a detached non-historic storage building, and associated surface parking areas. Also referred to as Old Dominion Grist Mill, the structure is the last remaining grist mill building standing in the City (Office of Historic Alexandria 2006). Flippo Construction most recently occupied the parcel (Figure 1.3).

Proposed redevelopment of the property will include adaptive reuse of the mill structure as office space, construction of an approximately 25,868 ft² (2,403.22 m²) self-storage facility adjacent to the mill structure, installation of a surface parking lot and supporting infrastructure, and the addition of landscape plantings (Figure 1.4). The proposed total gross area that will be affected by development is 129,640 ft² (12,043.95 m²) this excludes the mill building. Project plans include the removal of non-historic additions to the mill structure and alterations to the existing grade through cutting and filling activities. The proposed lowest finished floor of the storage facility will be approximately 10 ft (3.2 m) below the current grade.

Natural Setting

The project area lies within the Western Shore physiographic section of the Atlantic Coastal Plain province. This province extends

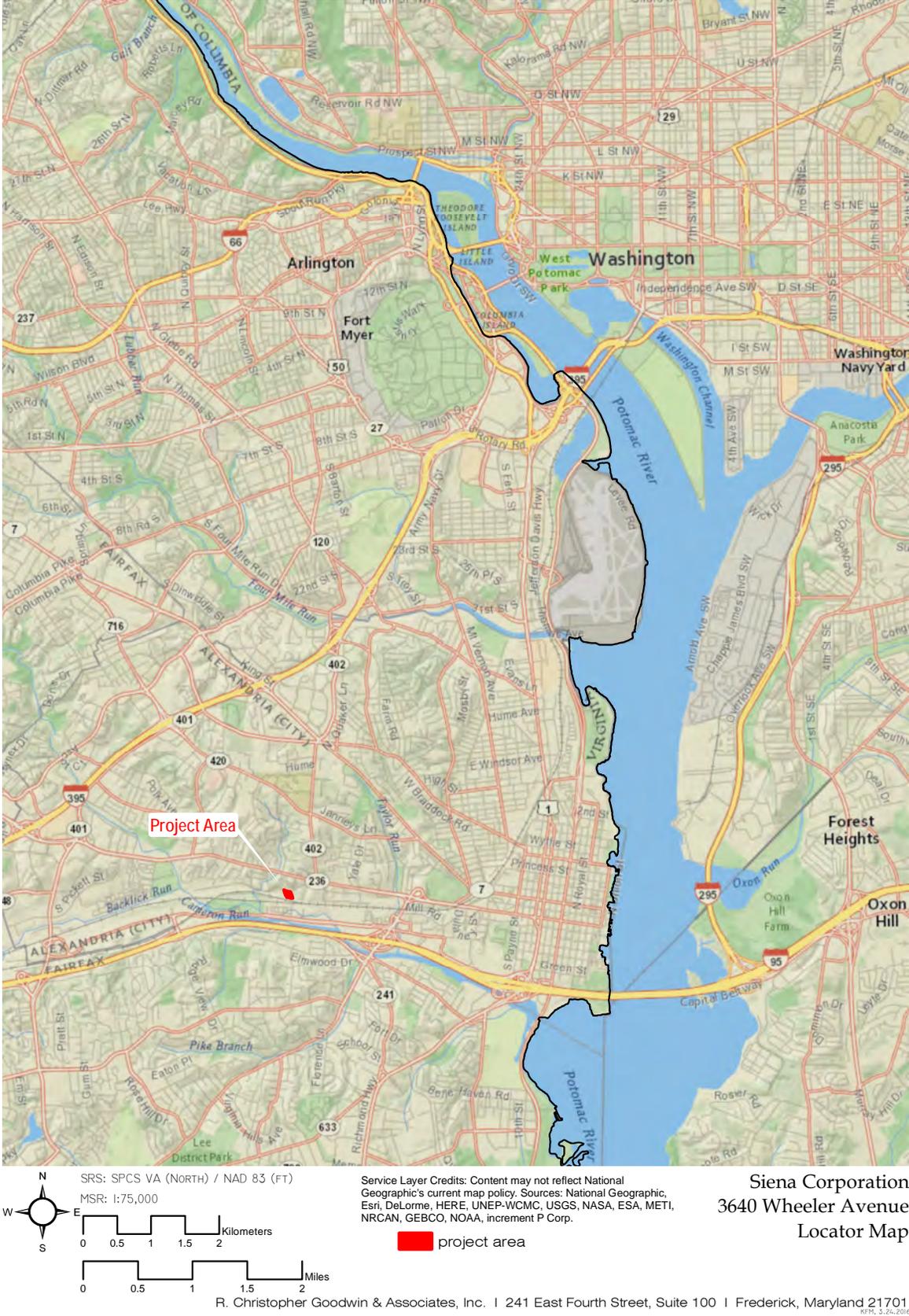


Figure 1.1 Locator map showing the location of the project area in Alexandria, Virginia.

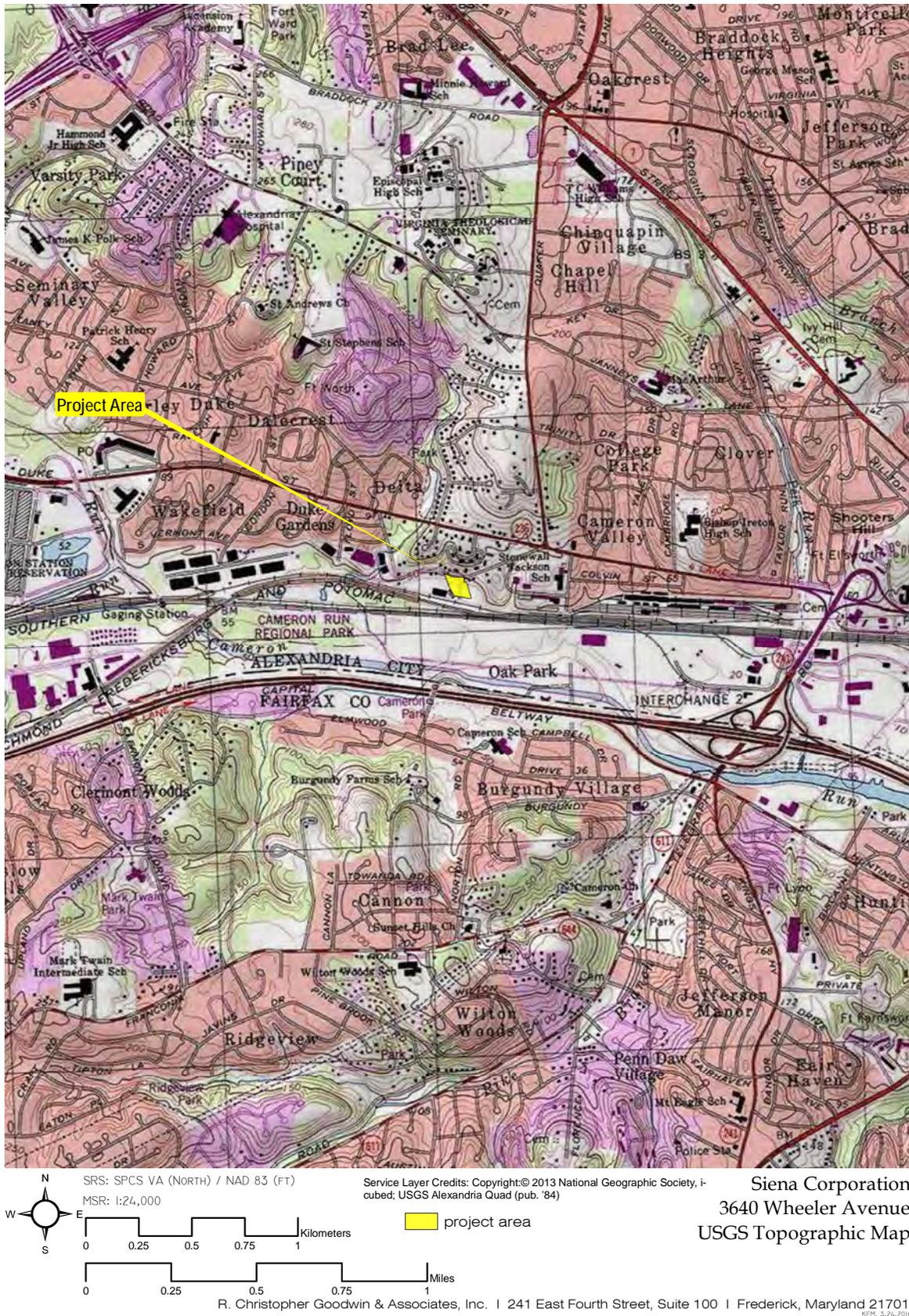


Figure 1.2. Detail from the USGS 2013 Alexandria, Virginia Quadrangle showing the location of the project area.



Figure 1.3. Modern aerial showing the location of the project area at 3640 Wheeler Avenue, Alexandria, Virginia

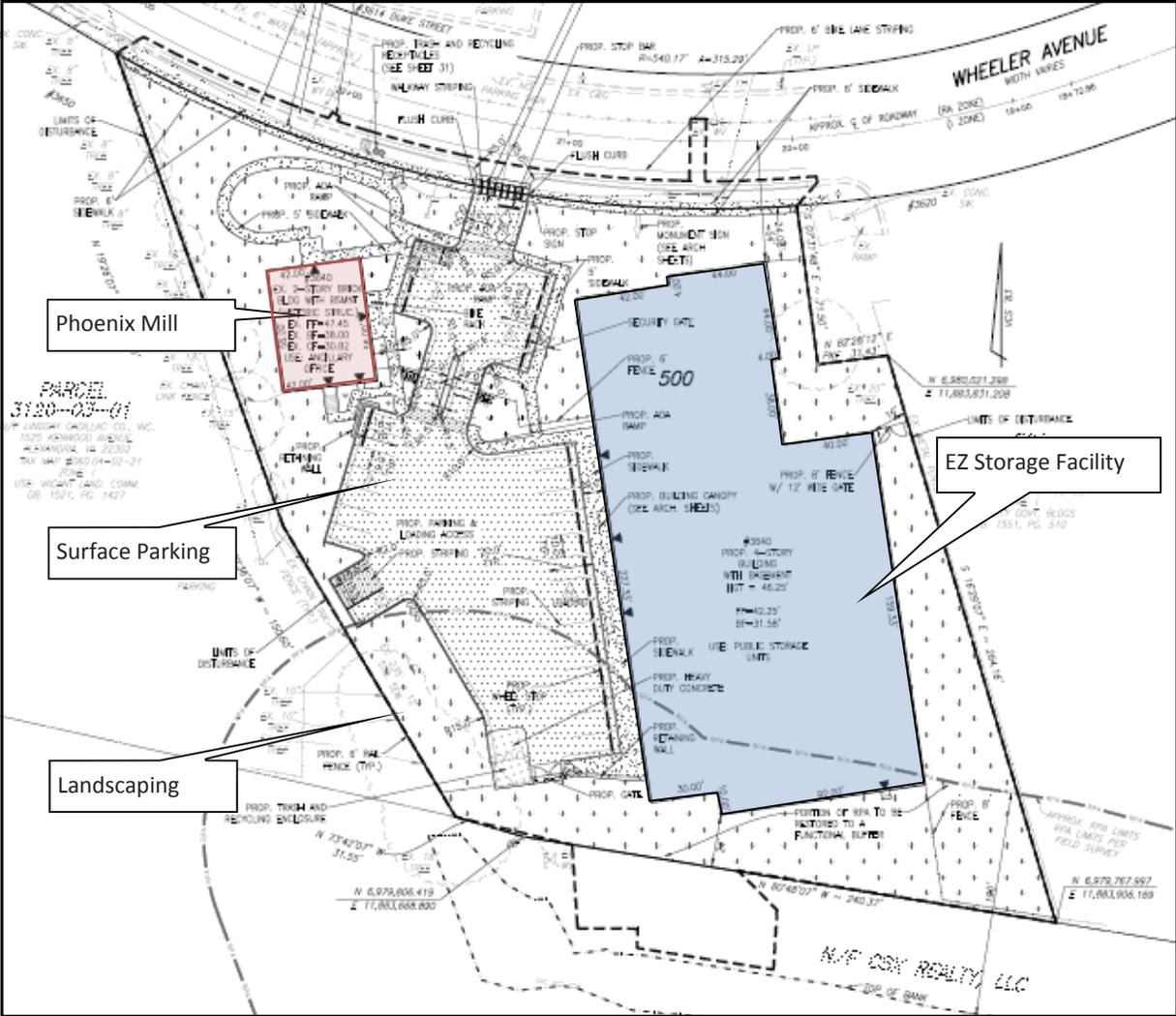


Figure 1.4 Map showing proposed development within project area (Provided by Siena Corporation)

westward from the Piedmont province to the Atlantic Ocean. Gradually decreasing in elevation as it nears the ocean, this province was formed through the rising and falling of coastal water levels. Late Tertiary and Quaternary era sands, silts, and clays cover much of the Atlantic Coastal Plain. Old shorelines frequently are evident as scarps and terraces in the eastern portion of the coastal plain (W&M Department of Geology 2011), while the western portion of the coastal plain is characterized by gently rolling topography crossed by steep-sided stream valleys. The nearest water source is Cameron Run, which is located 0.2 mi (0.3 km) south of the project area.

Geologically, the project area is situated on the Old Town Terrace, a broad area composed of well-developed gravel, silt, and clay that in Virginia extends along the western shore of Potomac River. The formation dates from the Sangamon era and, in its upper extent, is composed primarily of silt and clay overlying “muddy sand” (Flemming 2008:Plate 5). Soils mapped for the project area are classified as Urban Land (Soil Survey Staff 2016). Urban Land denotes areas that are largely covered by concrete, asphalt, buildings, or other impervious surfaces and, in general, reflect the modern development of the project area.

Ten geotechnical Standard Penetration Test (SPT) soil borings were conducted within the proposed project footprint by Hillis-Carnes Engineering Associates, Inc. (2015) (Figure 1.5). The borings revealed between 5-12.5 ft (1.52-3.81 m) of “man-placed fill materials or possible man-placed fill materials” were present across the project area (Hillis-Carnes 2015:3). The deepest fill deposits were located in Borings B-1, B-3, and B-4, which were placed in along the southeastern edge of the property; these borings recorded from 10-12.5 ft (3.05-3.81 m) of fill or potential fill material. Borings containing the least amount of fill material were located in proximity to Wheeler Avenue; these borings (B-7, B-8, and P-2) recorded between 5-8.5 ft (1.52-2.59 m) of fill or potential fill material.

Fill materials tended to vary in color and texture across the project area, including brown, dark brown, brown/gray, and mottled fill soils composed of sandy clay, clayey sand, loose sand, and silty sand. This variability is typical of ar-

reas that have experienced multiple episodes of cutting and filling that each has varied in scope. Natural soils encountered within the project area were described as combinations of sand, silt, clay, and gravelly soils that were consistent with soils anticipated for the area (Hillis-Carnes 2015:4). Natural soils within the project area were described as “orange brown” to “orange” silty sand and gravel; these soils immediately underlay fill or potential fill material within the project area.

The geotechnical borings also indicated the site had a depth to groundwater that was from 3.1-8 ft (0.94-2.44 m) below the current grade. The report states that “where encountered, water appeared to generally be located either within the existing fill material or near the interface of natural soils and existing fill materials” (Hillis-Carnes 2015:4). Planned impacts from construction of the self-storage facility will extend beyond the depth of fill materials in only two boring locations: B-7 and B-8. Both borings are located along Wheeler Avenue in an area that contains existing underground storage tanks (UST).

A cut and fill analysis conducted as part of the preliminary planning process for the project shows that cutting of the existing grade will be minimized to the footprint of the self-storage facility (Figure 1.6). Cutting in this area will range from 3.59-8.09 ft (1.09-2.47 m) below the existing grade. Fill soils will be added across the rest of the property, including adjacent to the mill structure. Fill soils adjacent to the mill structure will range from 0.39-4.59 ft (0.12-1.4 m). Project plans indicate landscape plantings will be installed on man-placed fill soils along the northern, eastern and southern side of the mill structure; a surface parking lot will be constructed on man-placed fill soils on the eastern side of the mill structure.

Organization of the Report

This report is divided into five chapters. Chapter I is the introduction and briefly describes the project, its location and natural setting. Chapter II presents data on the project objectives and methods. Data on previous investigations, sites, and structures in the project vicinity, as well as a summary of the prehistoric and historic contexts for the project area are contained in Chapter III.

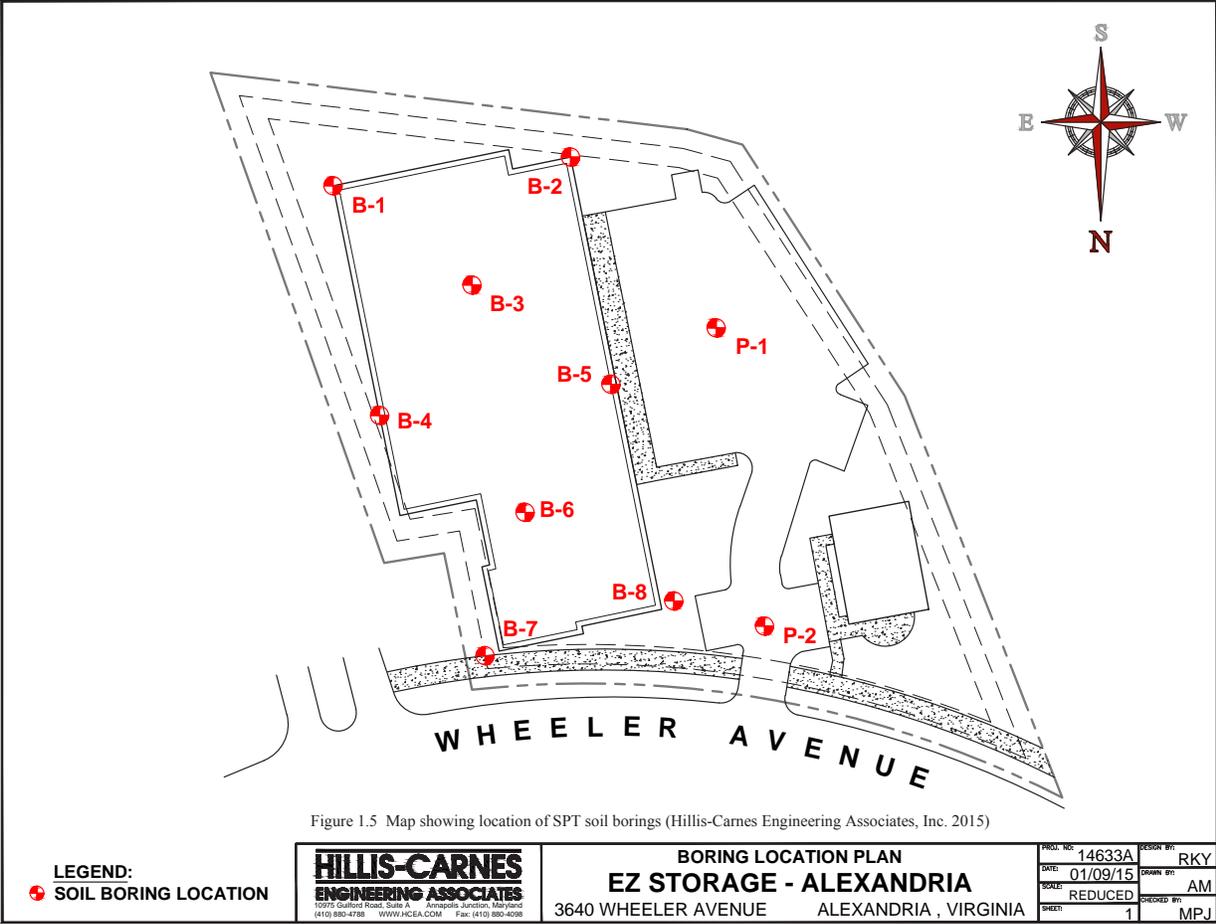


Figure 1.5 Map showing location of SPT soil borings (Hillis-Carnes Engineering Associates, Inc. 2015)

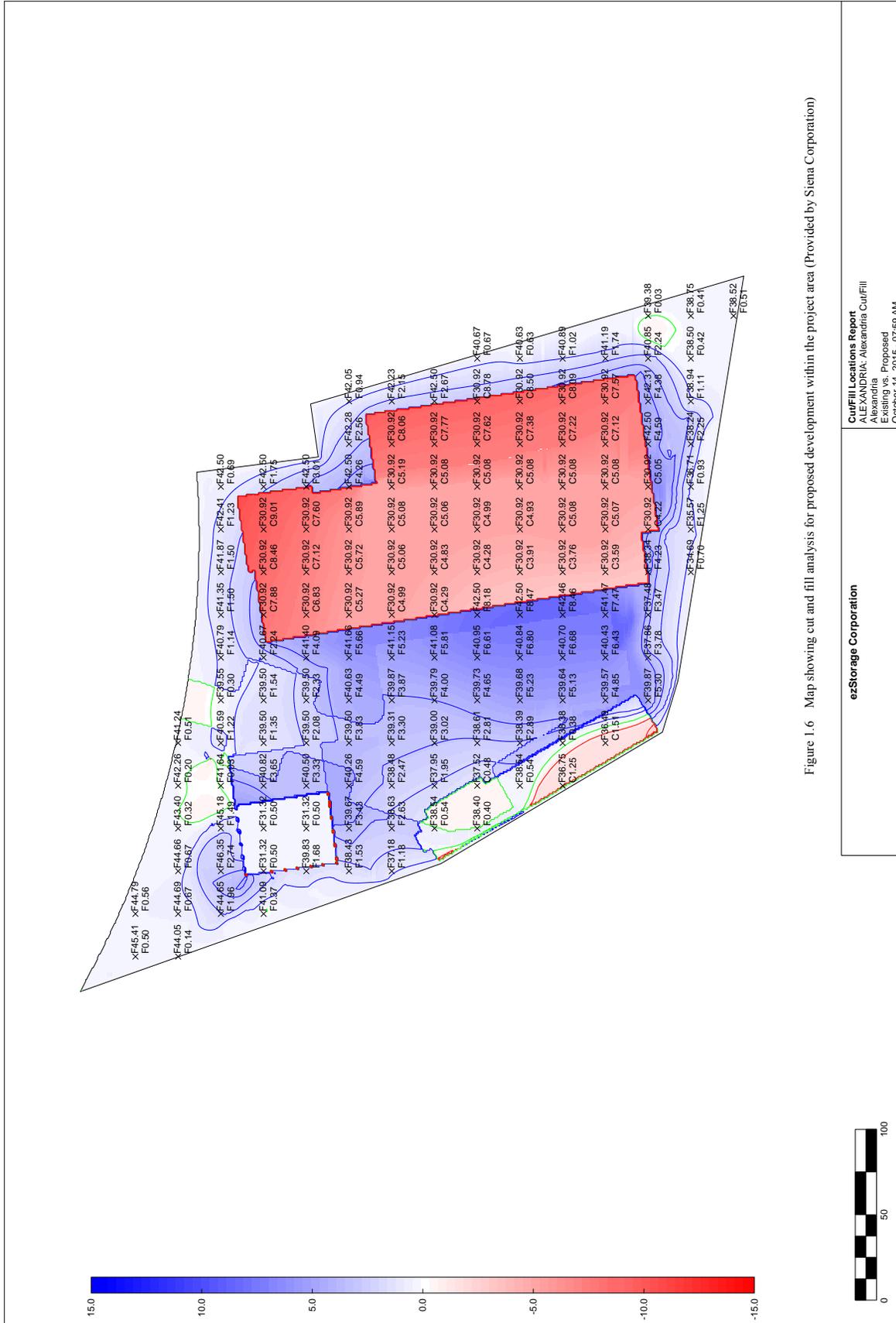


Figure 1.6 Map showing cut and fill analysis for proposed development within the project area (Provided by Siena Corporation)

Figure 1.6 Map showing cut and fill analysis for proposed development within the project area (Provided by Siena Corporation)

Chapter IV provides a summary of the historic development of the parcel and reviews its current condition. Chapter V offers a summary of the findings of the documentary study and an assessment of the archeological potential of the project area. Appendix I contains the Scope of Work for a

Documentary Study and Archeological Evaluation prepared by the Office of Historic Alexandria/Alexandria Archeology (dated March 3, 2016); and, Appendix II contains the resumes of key project personnel.

CHAPTER II

RESEARCH METHODS

This documentary study provides an overview and assessment of the cultural resources potential of a 2 ac (0.81 ha) developed parcel located at 3640 Wheeler Avenue, Alexandria, Virginia. The study includes a review of modern and historic maps showing the general developmental sequence for the area, a summary of previously conducted cultural resources studies in the vicinity of the project area, and an assessment of the cultural resources potential of the project area. Data was collected for resources and surveys conducted within a one-mile radius of the project area; this was intended to permit a broad view of the prehistoric and historic land use patterns in the area in order to assist in assessing the project areas' potential. In addition to the background research, a brief pedestrian reconnaissance of the project area was completed in February 2016 to review areas of obvious surface or potential subsurface disturbances, examine extant archeological or landscape features and built resources, or other factors that could have an influence on cultural resources potential.

Archival Research Methods

Archival research in support of this project was conducted at a variety of repositories. The online V-CRIS cultural resources database maintained by the Virginia Department of Historic Resources (VDHR) provided information on previously identified cultural resources within and in the vicinity of the project area. Reports on previously conducted archeological work in the vicinity of the project area were made available

through Alexandria Archaeology and by the client, Siena Corporation; much information also was recovered from the extensive projects previously conducted by Goodwin & Associates, Inc., in this section of Alexandria. Digitized photographic and cartographic resources relevant to the project were accessed at the American Memory web site of the Library of Congress and online collection of Civil War photographs available digitally from the National Archives and Records Administration.

Map collections at the Virginiana Room of the Fairfax County Public Library and digital geo-referenced historic map and aerial photographic images available at Alexandria Archaeology supplemented those resources available online. The Virginia Room of the Alexandria Public Library provided secondary sources about the historic development of the western portion of Alexandria, as well as some photographic images use in the report. Land records and real property tax lists, proceedings in chancery, and wills were obtained at the Clerks of Court Offices in Alexandria and Fairfax County. The microfilm collections at the State Library of Virginia in Richmond contained the Mutual Assurance Society records for William Hartshorne's mill and plantation, Strawberry Hill. Online sources, particularly Ancestry.com, provided access to population, agricultural and industrial census records, as well as limited numbers of city directories. These sources then were combined to develop a general history of the mill property and its owners.

CHAPTER III

BACKGROUND RESEARCH

The ezStorage self-storage facility project is located within the City of Alexandria's Cameron and Backlick Run Archaeology Resource Area #8. The City of Alexandria has designated this area as sensitive for archeological resources, particularly prehistoric resources. The City's cultural resources overview for the area states that it "is one of the most likely places in Alexandria to contain evidence of American Indian life" and that "the filling of certain areas within the Eisenhower Valley may provide a protective cover to Indian sites dating back 10,000 years" (Office of Historic Alexandria 2016).

Previous Investigations

A review of data maintained by VDHR and available through Alexandria Archeology indicated 29 archeological sites and 27 built resources have been recorded within a 1-mile radius of the project area. No archeological sites previously have been identified within the project area. One historic built resource, Phoenix Mill (VDHR #100-0277), is located within the project area.

Relevant Cultural Resources Surveys

Numerous cultural resources surveys have been conducted in the vicinity of the project area. The most relevant to the current project are a Phase IA study conducted for 3510-3618 Wheeler Avenue (Balicki and Falk 2008) and a Phase II study conducted for 3650 Wheeler Avenue (Evans and Williams 2015). These studies were conducted on parcels immediately adjoining the project area.

Archeological testing conducted for the Lindsay Lexus property located at 3650 Wheeler Avenue, immediately west of the current project area, identified archeological features associated with a no longer extant nineteenth century building that may have functioned as a support building for Phoenix Mill (Evans and Williams 2015).

Designated Site 44AX206, the features included brick foundations, brick flooring, a builder's trench, and two postholes. The building was located in the northeastern corner of the Lindsay Lexus property and would have been situated immediately northwest of the mill. Excavations along the property edge in the anticipated location of the mill race did not locate any evidence of the race. Investigations on the remainder of the property revealed two twentieth century fill episodes related to the construction of a ca. 1948 service station and the expansion of the existing parking lot (Evans and Williams 2015).

To the east of the current project area, a documentary study was completed on 3510-3618 Wheeler Avenue, a grouping of six city-owned parcels (Balicki and Falk 2008). Documentary research conducted for the project indicated the area historically was farmed and that the property included several parcels that had been split off the larger mill property prior to the twentieth century. All of the structures they identified in their survey were constructed post-1962 and served an industrial function. Based on documentary and background research Balicki and Falk (2008) concluded, similar to the current project area, that the setting, historically, had the potential for prehistoric and Civil War related resources. However, they noted that there was no potential for intact archeological resources due to modern ground disturbance and grading and recommended no further work.

Previously Recorded Archeological Sites

A review of the Data-Sharing System (DSS) files maintained by the Virginia Department of Historic Resources (VDHR) revealed 27 previously identified archeological sites within an approximately one-mile radius of the project area (Table 3.1). The sites are located within both the City of Alexandria and Fairfax County, with

Table 3.1. Previously Recorded Archeological Sites in the Vicinity of the Project Area

Site #	Site Name/Alt. #	Chronology	Function	Comments
44FX519	82-1 P11	Prehistoric: Unknown	Tool manufacture or processing	Quartz and quartzite flakes; hammerstones; broken bifaces and points
44FX520	82-1 P13	Prehistoric: Unknown	Lithic processing	Possible expedient tool production; many cores, few flakes. Quartzite predominates
44FX522		Historic: nineteenth and twentieth century	Dwelling, Farmstead	Ruins of a dwelling, foundation and a partially capped brick lined well. No artifact data
44FX523	82-2 H-2 (Tyler Johnson Farm)	Historic: 1850-twentieth century; Prehistoric: Unknown	Historic: domestic-agricultural complex; Prehistoric: resources processing station	Historic map located only; prehistoric site contained scatter of tools
44FX524	82-2 P-6	Prehistoric: Unknown	Lithic processing	Sparse assemblage; very eroded site
44FX525	82-2 P-14	Prehistoric: Unknown	Lithic processing	Quartz and quartzite cores; no flakes present
44FX526	82-2 P-15	Prehistoric: Unknown	Quarry; resource processing	Abundant utilized and modified flakes. Quartzite predominant
44FX527	82-2 P-16	Prehistoric: Unknown	Lithic scatter	Quarry debris; primarily quartz
44FX559	82-2 P-7	Prehistoric: Unknown	Artifact scatter	Quartz bifaces and tools; quartz and quartzite flakes
44FX560	82-2 P-18	Prehistoric: Unknown	Artifact scatter	Assemblage includes flakes, FCR, possible tool
44FX1568	82-2 P5	Prehistoric: Unknown	Surface lithic scatter	Various quartz and quartzite debitage, modified lithics, and unifaces from surface
44FX1586	82-2 P1	Prehistoric: Unknown	Lithic scatter	Quartz modified cobble, quartz flake; 3 pieces of quartzite FCR
44FX1596	82-2 P13	Prehistoric: Unknown; Historic: last half nineteenth century - first half twentieth century	Prehistoric: lithic scatter; Historic: domestic	Prehistoric surface artifacts (2 quartz bifaces, 1 quartzite point frag.); Historic road bed and domestic features including a partial concrete foundation, concrete wall around a hole, 3 sided foundation, a concrete lined pond over a spring, and a looter pit
44FX2331	H2-2 H-4 Burgundy Farm	Historic: 1674-1900	Domestic	Site includes cistern; sheet midden
44FX2705	"Maine Camp"	Historic: nineteenth - twentieth century	Trash scatter	Midden around nineteenth century dwelling. Civil War association established by map research. Severely pothunted.
44AX017	n/a	Prehistoric: Unknown	Lithic scatter	One projectile point (quartz, serrated edges) collected. Other surface material not collected (quartz flakes and cores)
44AX118	Unknown	Historic: Unknown	Domestic	Dwelling, single
44AX127	n/a	Prehistoric: Unknown; Historic: last half nineteenth century - first half twentieth century	Artifact scatter	Intact level with late nineteenth and early twentieth century artifacts on a green lawn with prehistoric quartz artifacts below
44AX128	Bloxham family cemetery	Historic: nineteenth century	Cemetery	Bloxham family cemetery; one grave identified
44AX158	n/a	Historic: nineteenth century	Railroad bed	Raised railroad bed composed of gravel and cinders 1 ft above floodplain
44AX173	Protestant Episcopal Seminary in VA	Historic: nineteenth - twentieth century	Religious and educational institution	nineteenth century domestic artifacts (no specified)
44AX173A	Fairfax Seminary Hospital	Historic: 1861-1865	Military	Militaria included buttons, bullets, melted lead
44AX186	Fort Williams	Historic: 1861-1865	Military	Military earthwork
44AX191	Unknown	Historic: 1861-1865, twentieth century	Military, domestic	Campsite yielded bullets, bottle glass (calvary post?); twentieth century house site
44AX193	Quaker I (206 N Quaker Lane)	Historic: 1861-1865	Military Camp	Close to Civil War fortifications and defensive positions. Tent platforms identified. Brick heating feature identified.

Site #	Site Name/Alt. #	Chronology	Function	Comments
44AX195	Carr Homes I	Historic: 1861-1865	Military	Site of picket post on Duke Street yielded musket balls, buttons, knapsack parts
44AX199	Smucker	Historic: 1861-1865	Military	Military and domestic artifact assemblage, typical of campsite
44AX206	3650 Wheeler Ave.	Historic: nineteenth century	Mill, raceway	Artifact assemblage comprised of two discrete categories: nineteenth century architecture debris and modern twentieth century materials in fill matrices. Artifacts recovered near the partially intact brick foundation and floor were sparse examples of nineteenth century domestic items

most of the prehistoric resources located in Fairfax County. None of the prehistoric sites could be assigned to a specific time period. Most were listed as artifact or lithic scatters, although two sites (44FX519 and 44FX520) were listed as lithic processing areas that may have been used to manufacture expedient tools. The majority of the prehistoric archeological sites are situated in upland settings overlooking the Eisenhower Valley. These sites typically yielded quartz and quartzite debitage, fire-cracked rock, projectile points, and occasional tools. Most assemblages were described as sparse and suggest occupation consisted mostly of short-term camps.

Previously Recorded Built Resources

Historic resources in the vicinity of the project area span the third quarter of the eighteenth century through the early twentieth century (Table 3.2). Although many of the listed architectural resources are dwellings, a good proportion also represented structures or remains associated with the Union occupation and fortification of Alexandria during the Civil War. Three major components of the Union's perimeter defenses of Washington – Forts Williams, Worth, and Ellsworth – together with their subsidiary batteries and earthworks – are located north of Little River Turnpike and just east of the project area. In addition, the Orange and Alexandria Railroad, which borders the southern boundary of the property, was a crucial transportation link for Union armies as they sought to move their forces west into venues such as the Shenandoah Valley. It is likely that some Civil War activity occurred along the railway in the vicinity of the project area.

Moderate to extensive archeological investigations have been undertaken on several of these military sites (Balicki and Corle 2006; Jirikowic et al. 2004; Balicki et al. 2005 and 2006; Daugherty et al. 1989). Two of these investigations documented a previously unknown type of Civil War feature – the so-called “Crimean Oven,” a partially buried brick-lined flue. Such devices generally were installed at permanent fortifications to provide heat for hospital tents where injured soldiers were recuperating. However, most of the remains of Civil War fortifications in this area have been documented primarily as remnants of earthworks

that have survived subsequent development, or, in the case of Fort Williams, a brick ammunition magazine (Cooling and Owen 1988). Most of these fort sites have yielded only scattered Civil War artifacts that lacked any significant degree of integrity, due in part to relic-hunting in the past.

The most significant cultural resource in the vicinity of the project area is the Old Dominion (Phoenix) Grist Mill, listed in VDHR resource files as #100-0277. This resource is located in the northwest corner of the project area (Figure 3.1). Figure 3.2 shows a photograph of this mill taken during the Civil War. Alterations to the building during the twentieth century include the removal of its interior machinery and exterior overshot wheel, and taking out the four dormers that originally pierced its roof. Despite these modifications, the Old Dominion Mill remains an important historic resource for the Alexandria community, representing the last remaining grist mill within the City (Office of Historic Alexandria 2016).

Prehistoric Cultural Setting

Regional archeological studies generally have suggested that sustained and intensive occupation of the Northern Virginia area probably began during the Late Archaic period, although scattered small campsites dating from earlier eras have been identified throughout the region. The relatively level floodplain expanses along major waterways like the Potomac and estuaries such as Hunting Creek would have attracted at least seasonal prehistoric interest, due to the presence of aquatic resources and seasonally available migratory waterfowl. The rather large encampment found at the juncture of Hunting Creek and the Potomac River, contained diagnostic materials that evidenced occupation from the Late Archaic through the Late Woodland periods (Morin and Harbison 2005).

Evidence of prehistoric occupation has been more difficult to identify in settings such as that surrounding the project area. Extensive excavations conducted at major development sites in the Eisenhower Avenue corridor (e. g., the Hoffman Center, the Federal Courthouse, and the United States Patent and Trademark Office) have yielded a few scattered items of prehistoric lithic material, but to date have produced no evidence of

Table 3.2. Previously Recorded Built Resources in the Vicinity of the Project Area

Site #	Site Name/Alt. #	Chronology	Function	Comments
100-0014	Fort William (200-300 Quaker Lane)	1862	Military	Part of perimeter defenses of Washington
100-0179	Virginia Police Association (3010 Colvin Street)	ca. 1900	Commercial	Two-story brick store with additions and alterations. 100 Year Old Building List.
100-0180	3220 Colvin Street	ca. 1910	Domestic	Side-gabled single story vernacular dwelling with central chimney
100-0182	3020 Duke Street	ca. 1930	Domestic	Mid-nineteenth century vernacular style, 2 story wood frame modified for commercial use. 100 Year Old Building List.
100-0192	1001A Janney's Lane	1840	Domestic	Two-story Late Victorian style frame house; probable farm dwelling; 100 Year Old Building List.
100-0253	108 N Quaker Lane	1924	Domestic	Two story, three bay vernacular dwelling; property contains some remains of Fort Williams
100-0254	208 N. Quaker Lane	1909	Domestic	Dutch Colonial with gambrel roof; stained glass windows on projecting bay
100-0255	Clarens (318 N Quaker Lane)	1814	Domestic	Dwelling on Stump Hill with outbuildings and ornamental gardens intact. Modified and added in twentieth century. 100 Year Old Building List.
100-0258	504 N Quaker Lane	1858/1900?	Domestic	Board and Batten Victorian cottage, possible former slave quarters. Moved to this site in 1929.
100-0226	Muckross (4007 Moss Pl., Arthur Herbert House)	ca. 1830	Domestic	Modified frame house with Neo-Classical portico. 100 Year Old Building List.
100-0257	The Cottage (502 N Quaker Lane)	1793	Domestic	Italianate styling and expansions to earlier house core built by Edward Stabler; 100 Year Old Building List.
100-0276	House: 1105 Vassar Road	ca. 1930	Domestic	Eclectic architectural style; offset from surrounding subdivision organizational framework
100-0277	Old Dominion Mill (Phoenix Mill)	ca. 1793	Industrial	Converted and adapted as office space; interior framing and bracing intact; machinery removed; mill race and gear pit in basement. 100 Year Old Building List.
100-5005	House: 43 Cockrell Avenue	1967	Domestic	Two story with dormer on rear
029-5507	Burgundy Farm Country Day School	nineteenth century - 1946	Domestic, educational complex	14 buildings in complex; twentieth century farm buildings converted to educational use; progressive integrated school. Register Eligible.
029-0101	Evergreen 5719 Cannon Ln	ca. 1850	Domestic	Two story Italianate dwelling
029-0429	House: 5720 Telegraph Rd	Early twentieth century	Domestic	One and one half story small suburban cottage
029-5762	Burgundy Woods Fairview Farm, Fairview Farmhouse, 3398 Tennessee Dr., Lowe House 3301 Burgundy Rd.	ca. 1808	Domestic	Evolved two story vernacular structure with evidence of several building periods; land for the property was associated with the early nineteenth century plantation, Burgundy, owned by merchant James Hewitt Hooe. Not eligible.
100-0123	Protestant Episcopal Theological Seminary (3737 Seminary Rd.)	1858	Meeting/Fellowship Hall/educational complex	Aspinwall Hall, most prominent building in educational complex. The structure designed by architect Norris G. Starkweather, has Norman and Italianate influences. Secondary resources include dormitories, library, meeting hall, chapel, and faculty houses. NRHP listed 11/1980.
100-0125	Cranford (212 N Quaker Ln)	Unknown	Domestic	Cranford located on former site of Cameron House (which was destroyed and the building materials used to construct the underground powder magazine on site) and contains remnants of Fort Williams.
100-0165	President Gerald R. Ford, Jr. House (514 Crown View Dr.)	1955	Domestic	Two story with two story extension ranch style house typical of suburban upper middle class single-family homes during the mid-twentieth century. Home of President Ford before moving into the White House. NRHP & NHL listing 12/1985; VLR listing 3/1997.
100-0215	House: 126 N. Longview Dr.	1774	Domestic	Federal/Adamesque two story, multi bay cross gabled brick dwelling with one story addition. Additions and alterations north of the dwelling including a two car brick garage. 100 Year Old Building List.
100-0216	House: 200 N. Longview Dr.	1824	Domestic	Federal/Adamesque two story, three bay frame house with additions and a garage. 100 Year Old Building List.
100-0256	House: 399 N Quaker Ln.	1898	Domestic	Two and a half story Victorian/Queen Anne style dwelling with many additions (heated pool, tennis court, guest house, heated 2-car garage, etc.). 100 Year Old Building List.

Site #	Site Name/Alt. #	Chronology	Function	Comments
100-5001	Seminary Post Office, Seminary Rd.	ca. 1850	Government	Greek Revival one story US Post Office structure, possibly the oldest contract station in the country. NRHP nomination 11/1983.
100-5012	Duplex: 3935 Usher Avenue	Unknown	Domestic	No further information
100-5265	Charles M. Goodman House (510 N Quaker Ln)	ca. 1873	Domestic	Residence of noted Washington, D.C. architect Charles Morton Goodman. Two story Victorian-era farmhouse with a significant Modernist addition (ca. 1954) with landscape features and outbuilding. NRHP listed 5/2013; VLR listed 3/2013.



Figure 3.1 Photograph showing Phoenix Mill building, view south (Provided by Siena Corporation)



Figure 3.2 Civil War-era photograph showing Old Dominion Mill (formerly Phoenix Mill), mistakenly identified as Cloud's Mill (Cloud's Mill above Alexandria, Va., U.S. Military Heritage and Education Center, Carlisle, Pennsylvania, cited in Davis 1985)

sustained or major prehistoric occupation. Nothing appears in the more recent literature about this area that would support a reassessment of the *status quo* expressed by Williams et al. (2002:7): “The data that have been accumulated from sites north of Cameron Run and its tributaries suggest that sporadic prehistoric activity probably did occur on gentle upper slopes and on terraces and benches adjacent to small streams, where lithic and food resources most likely would have been readily available” (emphasis added). Late twentieth century commercial development within the Cameron Stream Valley, including that within the present project area, generally has involved moderate to severe disturbance of earlier landscapes. Disturbances such as these have significantly diminished the prehistoric archeological potential of this area, as Balicki and Falk (2008:13) most recently noted.

Historic Cultural Setting

Exploration and Frontier (1607 - 1650).

During the first half of the seventeenth century, following John Smith’s initial exploration of the upper Potomac River, a flourishing beaver trade drew Europeans into the Northern Virginia area with increasing regularity (Fausz 1984), but none settled the region permanently until the second half of the seventeenth century. The first patents obtained for land in Northern Virginia north of the Occoquan River were issued in 1651, but most of these grants probably were not “seated,” and many later were repatented (Mitchell 1977:3). During this early period, few landowners actually lived on their properties, and tenant farmers, indentured servants, slaves, and/or overseers likely occupied these remote tracts (Chittenden et al. 1988:III-H2-2). The land patents that formed the nucleus of what is now the City of Alexandria were issued during this period. Margaret Brent, then a resident of what is now Stafford County, obtained a 700-acre grant on the Potomac River in 1654; most of her property later was incorporated into the massive (6,000 acre) Robert Howson grant (Mitchell 1977:35, 59; Smith and Miller 1988:13).

Tobacco Plantation Society (1720 - 1800).

The plantation society that had developed in southern Virginia spread to the northern limits of tidewater Fairfax during the early eighteenth century. By 1742, Northern Virginia’s population had increased sufficiently to warrant the formation of a new political jurisdiction, Fairfax County. Carved from the northern part of Prince William County, it included the community that eventually became Alexandria. As population slowly increased along the upper Potomac River, internal transportation routes evolved. One of these, the so-called “Potomac Path” or “road to Colchester,” corresponded roughly to present-day Telegraph Road, which extends just east of the present project area. Other unimproved trails became “rolling” roads over which hogsheads of tobacco were conveyed to wharves and warehouses on the Potomac River at Colchester and Alexandria (Harrison 1987:466).

Alexandria, known until 1748 as Belhaven, gradually coalesced around tobacco warehouses located at “West’s Point,” a small peninsula at the foot of what is now Oronoco Street. Regionally produced tobacco crops could be conveniently exported from this site, which also served as the Virginia terminus of a ferry to Maryland. With his associates, West, a prominent area landowner, wielded enough influence to ensure that the town of Alexandria was laid out around this location when the Virginia Assembly formally authorized town incorporation in 1749. The designation of Alexandria directly on the Potomac River thwarted attempts by other area landowners to locate the port town at the head of navigation at Great Hunting Creek, closer to the project area (Smith and Miller 1988:21). Already a thriving commercial shipping point, Alexandria fast became an urban mercantile center whose artisans and entrepreneurs provided goods and services for residents all over Northern Virginia. The town gained further importance when, in 1752, Fairfax County’s courthouse was moved to Alexandria from its former location at what is now Tyson’s Corner (Netherton et al. 1978:58, 62).

Early Diversified Agriculture (1750 - 1840).

By the mid-eighteenth century, as Northern Virginia planters realized that continued intensive tobacco production had begun to adversely affect the fertility of their properties, many began to diversify and produce grains for export. By the end of the eighteenth century, this approach to agriculture had all but completely replaced tobacco production in Fairfax County (Chittenden et al. 1988:III-H5-1). Merchant mills along road networks throughout northern Virginia west to the Shenandoah Valley manufactured flour that then was sent to Alexandria for export. So important was this shift that many families amassed fortunes during the Revolutionary War by supplying the Continental armies with wheat and flour (Smith and Miller 1988:27).

After the Revolution, the region's economy stagnated for a time, and a sizeable portion of its population migrated west. Many planters sold their estates to satisfy debts, while other properties were partitioned as a result of inheritance. Smaller farm units came to characterize regional agriculture, and towards the end of this period, the widespread adoption of "scientific" farming methods increased productivity (Netherton et al. 1978:256-258). A gradual influx of Northern farmers and entrepreneurs increased the region's population; the steady growth of the District of Columbia expanded the market for commodities produced on outlying farms (Chittenden et al. 1988:III-H5-1); and the number of gristmills and other agriculturally related industries increased. Transportation systems improved, as steamboat service along Potomac River provided a faster mode of transportation for residents of the eastern part of the county (Harrison 1987:452), and interior road systems were upgraded and expanded.

Despite a slight recession during 1781 and 1782, post-Revolutionary Alexandria fast became a thriving commercial center during this period. By the 1780s, the town boasted 2,000 – 3,000 residents, 200 dwellings, and other buildings, including wharves, warehouses, churches, and a municipal building (Smith and Miller 1988:27). Improved transportation systems, particularly the turnpikes that connected Alexandria with its western suppliers in Fauquier, Loudoun, and Fairfax counties and with markets in Georgetown, were

critical elements in this success. The Little River Turnpike, an extension of Duke Street west of the city, developed as one of the principal commercial thoroughfares during this time. The first public subscriptions for the turnpike company were sold in 1803, with West End millers J. T. Ricketts and William Hartshorne as two of the company's principal agents. By 1806, the road had been completed from Duke Street in Alexandria to Little River at Aldie, a distance of approximately 34 miles (Netherton et al. 1978:192).

However, Alexandria's post-Revolutionary growth spurt gradually lagged. Three factors contributed to the city's decline: competition from other, larger commercial centers, especially Baltimore; annexation to the District of Columbia in 1801; and the removal of the Fairfax County seat to the town of Providence (now Fairfax). Embargos imposed to deal with the Napoleonic Wars and the ensuing War of 1812 also created problems for Alexandria's merchants, whose difficulties were compounded in August, 1814, when British Admiral Cockburn's forces briefly occupied the town and looted warehouses and stores. Businesses also failed during the post-war Panic of 1816 (Smith and Miller 1988:51-52).

Agrarian Fairfax (1840 - 1940)

For the next century, most of Northern Virginia, including the country adjacent to Alexandria's West End, remained predominantly rural and agrarian (LeeDecker et al. 1984:44). As rail lines supplemented the region's transportation infrastructure during the 1850s, small communities developed around railroad stations and post offices. However, the onset of the Civil War dramatically altered this landscape, particularly in the strategically important region immediately south of the nation's capital. When Virginia seceded from the Union, Federal forces occupied Alexandria and parts of Fairfax County, took control of local turnpikes and railroads, and erected fortifications to guard Alexandria and the approaches to Washington. Outside of the ring of defenses that protected Washington, a sort of "no-man's land" emerged, in which Confederate guerillas sporadically engaged Union pickets in brief encounters. Although most of the major action remained west and south of Northern Virginia, residents of the

region suffered greatly as a result of the four-year struggle.

After the Civil War and through the early twentieth century, dairy farming gradually replaced the production of small grains as the characteristic agricultural output of the Northern Virginia region. The composition of the area's population changed and grew, as freed slaves established small communities throughout the region; Union veterans acquired farms at bargain-basement real estate prices; and the growing responsibilities of the Federal government demanded a larger work force, many of whom chose to live in Virginia.

The City of Alexandria underwent major changes during this period. Disenchantment with the community's status as a part of the District of Columbia eventually led to calls for retroceding the Virginia portion, including Alexandria, back to the state of Virginia. Alexandria finally returned to Virginia in 1846, and in the next decade, the city's economy slowly transitioned from one based largely on commerce to one that included a small industrial base. One critical element in this resurgence was the improvement of transportation systems, most notably rail links. Two of these rail lines adjoined the present project area: the Orange and Alexandria (O&A) Railroad, organized in 1851, and the Manassas Gap Railroad, which initially was laid out within a corridor that paralleled the O&A, but whose construction was halted when the Civil War began. The 1850s also saw the initiation of numerous public services, particularly utilities like the Alexandria Water Company, which ensured city residents a steady and safe supply of drinking water, and a gas plant that provided lighting for the city's streets (Smith and Miller 1988:54, 73-77).

The Civil War abruptly halted Alexandria's economic expansion, and its impact on the city cannot be underestimated. Because of its geographic position and commercial importance, Alexandria was immediately occupied by 2,000 Union troops, a force that remained in the city for the duration of the conflict. Although many of the city's indigenous residents fled, this population loss was more than compensated by an influx of recuperating battle casualties, units in transit to other locations, and freed slaves fleeing north

to seek the protection of the Union army. With its transportation networks, Alexandria became "the great warehouse. . .for supplies for the Army of the Potomac." Every building was commandeered and occupied; streets were barricaded; new buildings were constructed; and a 12-acre area just outside of the southwestern boundary of town was transformed into a massive railroad yard by the U. S. Military Railroad (Cromwell et al. 1989). Union fortifications ringed the city; Forts Worth and Williams, located approximately one-half mile north of the present project area, were part of an integrated system that was designed, in part, to protect the city's vital rail connections to other parts of Virginia (Army Corps of Engineers 186-; Alexander 1864; Balicki and Falk 2008:5)(Figure 2.1). At war's end, the area surrounding the city had been denuded of trees, wharves had been damaged, there were hundreds of "decrepit" buildings, sanitation systems had failed, and a significant community of freedmen had developed just west of the city's boundary (Smith and Miller 1988:83-97 *passim*).

Suburbanization and Urban Dominance (1890 - Present)

The continuing expansion of the Federal government in Washington after the Civil War gradually changed the character of Northern Virginia during the late nineteenth and twentieth centuries. As the number of Federal employees rose throughout the period, electric trolley lines and improved road systems integrated Fairfax County into the Washington metropolitan area, and established the area as a suburban "bedroom community" of the nation's capital. For example, the transit line that linked Mount Vernon and Washington in 1892 carried both passengers and freight, and afforded Alexandria residents easy access the District's growing employment opportunities (Chase 1990:46, 51; Williams et al. 2000). During the Depression and World War II, the needs of a growing Federal work force resulted in the establishment of more complex transportation networks throughout the region, and gave rise to ever-expanding residential areas. Farmlands were sold to developers or to the Federal government, and major shopping, business, and industrial centers emerged to dominate the neighboring juris-

dictions of Fairfax, Arlington, Prince William and Loudoun counties, particularly along such major transportation routes as Interstate 95 and the Capital Beltway (Chittenden et al. 1988).

For Alexandria, the decades after the Civil War set in motion trends that, despite some minor setbacks due to fires and floods, propelled the community to the status of a full-fledged city with, at least temporarily, an industrial base. Elements of this “rejuvenation” effort included large-scale modifications to the city’s waterfront areas, an influx of large-scale manufacturing concerns, the modernization of the city’s infrastructure, a change in the form of local government, and annexation of adjoining areas of Fairfax County, including the present project area. As in neighboring jurisdictions, the growth of the Federal work force drove much of this development, creating housing needs to which developers in Alexandria responded by establishing such early “bedroom communities” as Rosemont, Braddock Heights, and Del Ray (Smith and Miller 1988:106).

Delivering “modern” services to this enlarged constituency expanded and stressed the role and resources of local government. Electricity and telephone services were initiated in the 1880s, and in 1903, consolidation of the railroad lines that passed through the city led to the re-routing of the main railroad corridors toward the western edge of town. Industries established in

this period included everything from beer brewing to glass production. World War I pushed the city further down the path toward industrialization, as war-related companies like the Virginia Shipbuilding Corporation, the Briggs Aeroplane Company, the Atlantic Life Boat Company, and the Navy’s Torpedo Factory located within the city’s borders (Smith and Miller 1988:104-107). The city’s mayor and council, no longer capable of dealing with the problems of an industrial center, were replaced in 1922 with a “city manager” system of government (Williams et al. 2000:27-28).

After World War II, development within the commercial corridors south and west of the city intensified. In common with other areas in Alexandria, such development has entailed moderate to severe landform modification, including filling, grading, building demolition and construction, and installation of underground utilities. These impacts have severely impacted or destroyed most remnants of earlier occupations, but not before numerous archeological investigations (e.g., Cromwell 1989; Cromwell et al. 1989; Alexandria Archaeology 1994; Walker et al. 1996; Williams 2004; Williams et al. 2000, 2001; Balicki and Falk 2008) have succeeded in documenting a large portion of the cultural history of Alexandria’s West End.

RESULTS OF DOCUMENTARY STUDY

Because extended discussions of milling, its technology, and its regional history have been presented in a previous archeological research report (Evans and Williams 2015), site-specific research for the present project has focused primarily on expanding the already robust archival documentation about the history of the Phoenix (Dominion/Brown's) Mill that was presented in that report. The Phoenix Mill was one of five merchant mill complexes that used the waters of Holmes Run/Cameron Run to provide power. Its history can be understood most clearly by examining the various Northern Virginians who owned the complex from 1789 through the present—for the Phoenix Mill is the only survivor of that once-thriving industry in the Holmes Run watershed. A chain of title for the Phoenix Mill is presented in Table 4.1.

William Hartshorne and George Gilpin

The Phoenix Mill was built some time before 1789 by William Hartshorne and George Gilpin (Fairfax Deeds Book R-1:353; Wigglesworth 1976/1977:49). Fairfax County land records (Fairfax Deeds Books M-1:143-147, 227, 243, 320; P-1333; Q-1:418; R-1:340, 353) indicate that Gilpin and Hartshorne had begun to assemble the mill property during the 1770s in a series of six land purchases, which included parts of land grants previously owned by Isabella Harrison, John West, Daniel French, and Presley Cox (Mitchell 1977, 1987). In 1789, Gilpin conveyed his half interest in these combined tracts to Hartshorne (Fairfax Deeds Book R-1:351-356). Seven years later, Thomas and Jane Herbert brought a chancery case challenging the accuracy of historic land grant boundaries in the Holmes Run area of Fairfax County against three defendants, one of whom was William Hartshorne. The District Court in Dumfries (Prince William County) ordered a survey of the historic property lines

in question; this survey showed, among other things, the locations of Hartshorne's house and mill, located north and south of the "Turnpike Road" (Figure 4.1) (Fairfax Plats 1797:218-221).

Fire destroyed the mill and its contents in 1801, but Hartshorne quickly rebuilt the structure. Two years later, he insured both the mill and his residence, Strawberry Hill, with the Mutual Assurance Company (Figures 4.2 and 4.3) (Mutual Assurance Company 1803a, b). The merchant mill was "built of Brick and Covered with wood, 40 feet wide by 55 feet long, four Stories high, with 4 pr. of stones."

Significantly, the Declaration for Assurance noted specifically that the mill was "situated upwards of 20 feet of any Building whatsoever," a statement that bore directly on its proximity to other buildings that might become involved in a fire. The Declaration of Assurance noted that the true value of the mill (i.e., the cost of replacing it) was \$12,000; "being a new Mill," further reflecting the recent reconstruction episode. The mill reportedly produced not only flour and feed, but also ground lime for plaster (Wong 2015).

Hartshorne apparently had used his mill as collateral for an \$11,400 loan from Mordecai Lewis, a resident of Pennsylvania, whom land tax records listed as the sole property owner after 1793 (Fairfax County Land Tax Records 1793-1813). When Hartshorne defaulted on the loan, the property was sold at public auction (Fairfax Deeds M-2:141-143). The 1812 sale notice in the *Alexandria Gazette* described the tract as:

"That Valuable new Mill and Farm now occupied by William Hartshorne, known by the name of Strawberry Hill, situated on Holmes's Run and the Little River Turnpike Road in the County of Fairfax about three miles from Alexandria; the tract contains 236 acres, of which 30 are in young thriving timber, 70 in good meadow, the greater part of which may be watered from

Table 4.1. Chain of Title for 3640 Wheeler Avenue Property

Year	Grantor	Grantee	Area	Reference	Comments
1974	Industrial Maintenance Corp.	City of Alexandria	4,553 sq ft	Alex Deeds Book 810:296-305	Takes two areas along the former trajectory of Mill Road to accommodate realignment of Wheeler Road.
1963	Industrial Maintenance Corp.	City of Alexandria	303.5 ft x 15 ft	Alex Deeds Book 576:381	Grants perpetual easement over a strip of land for storm and sanitary sewers. Easement runs north south through property described in 1958 deed (Bell to Ind. Maintenance Corp)
1958	Samuel J. Bell	Industrial Maintenance Corp. of Delaware	3 parcels	Alex Deeds Book 466:492-493	Transfer includes the "Old Mill" (see below); the property at 3610 Wheeler Avenue; and 1.7 ac bought from Williams. All accompanied by Deeds of Trust.
1954	S. J. and Annie Bell	Henry Thomas and John Straus	~1.25 ac	Alex Deeds Book 379:204	Property known as the "Old Mill" in two parcels (0.67 and 0.582 ac). Property is security for loan of \$7,803.
1954	G. Raymond and Josephine Gaines	Samuel J. and Ann (Gaines) Bell	Parcel 2	Alex Deeds Book 379:201; Wong 2015	Parcel 2 includes the mill (Wong 2015)
1946	V. Floyd and Mary Williams	G. Raymond and Josephine Gaines	Parcel 2	Ffx Deeds Book 583:289; Wong 2015	Parcel 2 includes the mill (Wong 2015)
1946	Kate Culleton	V. Floyd Williams	3.32 ac	Ffx Deeds Book 489:57	Widow (Patrick Culleton dies 1938 in District of Columbia; Kate resides in Bronx County, NY). Parcel is same as described in 1922 deed.
1922	Charles B. and Maggie Cockrell	Patrick and Kate Culleton	3.32 ac.	Ffx. Deeds Book A9:31-32	Parcel is bounded by the Washington and Southern Railroad, the east side of the mill race, and the south side of Mill Road. Grantees are joint tenants with right of survivorship.
Property transfers unclear at this point					
1912	Edwin Cockrell (res of DC)	Charles and Maggie Cockrell	?	Ffx Deeds Book L-7:403	Transfers back to Charles and Maggie "all those portions of property not previously conveyed to them."
1903	Charles and Maggie Cockrell	Edwin Cockrell	56 ac and 27+ac	Ffx Deeds Book P6:251	"All those pieces of land and premises known as the Old Dominion Mills, including two parcels. Parcel A, 56 acres, included the Phoenix Mills, and was designated as Lot #2 on Thomas Wilson's plat. Parcel B was a 27 ac triangular parcel lying between the Little River Turnpike and Holmes Run
1903	Frank and Elizabeth Hill	Charles and Maggie Cockrell	56 ac and 27+ac	Ffx Deeds Book L-6:659	Conveys the Old Dominion Mills and all the lands attached thereto. Also conveys rights to race, dam, and other appurtenant structures, as well as a right of entry through adjacent properties for purposes of maintaining these structures. Price: \$7,000
1896	John M. Johnson, Trustee	Frank M. Hill	56 ac and 27+ ac	Ffx Deeds Book X5:303	John and Annie Brown defaulted on a \$5,000 promissory note. Properties sold at public auction; Frank Hill was highest bidder
1888	Francis Smith, Elizabeth, John, Mary, and Edgar Watkins	John Brown	SAA	Ffx Deeds Book H5:50	Mill property sold to John Brown for \$6,500 to satisfy the debts of the D. G. Watkins Company. Court decision in case of <i>Citizen's National Bank v. Watkins</i> .
1856	William Cazenove and S. T. Stuart, Trustees	David and John N. Watkins	27+ ac	Ffx. Deeds Book Z3:270	Described as the "lower parcel of land" adjoining the property of Richard Windsor (former property of Ricketts)
1853	John Wheat (executor for Benoni Wheat)	David, John and James Watkins	56 acres	Ffx Deeds Book S-3:397	Executes stipulations in the will of Benoni Wheat to sell property at public auction. Peter Trexler purchases for \$9,000, then transfers interest to Watkins

Year	Grantor	Grantee	Area	Reference	Comments
1846	Henry Thomas and Richard Henderson, Trustees	Benoni and John Wheat	56 acres	Ffx Deeds Book G-3:140	Public sale of Phenix Mill to settle case of <i>Brown v. Wilson</i> , concerning indebtedness of David Wilson, deceased. Joel Harper purchased the property, and then resold to Benoni Wheat for \$6,000.
	Surviving heirs of Thomas Wilson	David and Hannah Wilson and Martha Brown	56 acres	Ffx Deeds Book U2:407	Result of partition of the property of Thomas Wilson, deceased. The 56 acres contained the Phenix Mill
1813	Taylor and Wise, commissioners	Thomas Wilson	204½ ac	Ffx Deeds Book M-2:141-143	William Hartshorne (previous owner) had mortgaged the merchant mill to Mordecai Lewis of PA (deceased). Lewis' executors demanded payment of the \$11,400 debt. Property sold at sheriff's sale. Property had a dwelling house and the mill on it when Wilson acquired it.
1789		George Gilpin and Thomas Hartshorne	?	Ffx Deeds Book R-1	Initial purchase of mill site

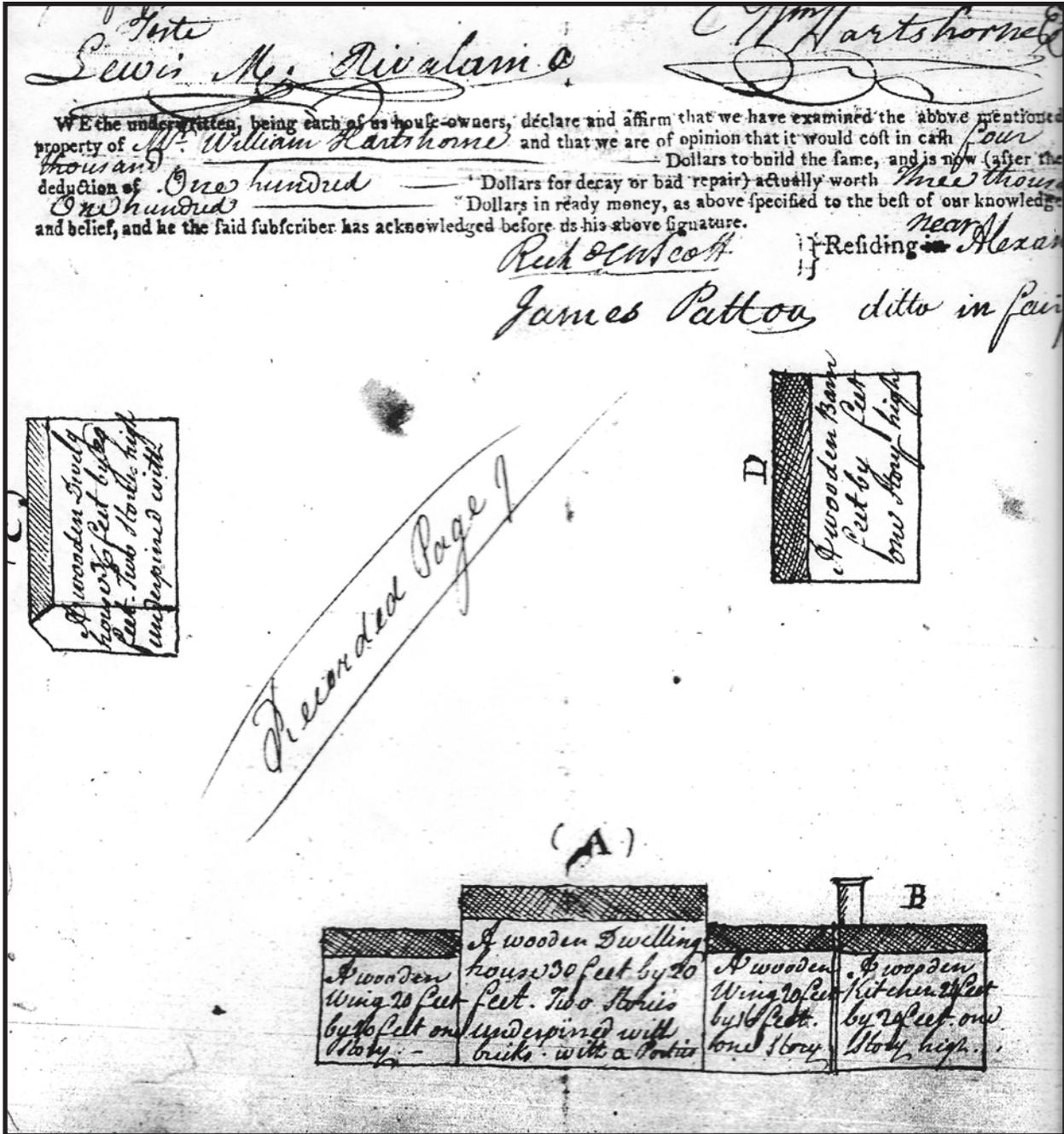


Figure 4.3. Detail from 1803 Declaration of Assurance (#2026) for William Hartshorne's Strawberry Hill plantation (Image: State Library of Virginia)

the Creek and Mill Race - and the residue is well improved arable Land. There are on the premises, one peach and two apple orchards, a productive garden of two acres handsomely laid off - A framed dwelling House two stories high, 30 feet by 20 with two wings, a large Kitchen, a pump of good water at the door; Stables, Stone Spring House, &c. Also a large well-finished new Brick Mill 55 feet by 45, four stories high with three pair of large Burr and one pair of country Mill Stones, capable of manufacturing ten thousand barrels of flour annually. The stream is large and constant, and affords a fall sufficient for water wheels 19 feet in diameter.

Thomas Wilson/Benoni Wheat

Thomas Wilson was the successful bidder for the mill property in 1813. Ten years later, pursuant to a request from his heirs, Wilson's (now) 204½ acre property, including the mill, was surveyed and partitioned (Fairfax Deeds Book U-2:407, 410A). The survey plat filed in connection with that partition (Figure 4.4) showed not only Wilson's property, but also adjoining properties and two mill races, of which "Ricketts' race" supplied water to the Cameron Mills, located further east near the head of the Great Hunting Creek estuary (Williams et al. 2005). The partition agreement awarded the 56-acre "Ph(o)enix" mill property, designated as Lot #2 on the plat, to David and Hannah Wilson and William and Martha Brown. Depositions filed in the chancery case of *William Brown and others vs. the heirs of David Wilson* (Fairfax County Causes in Chancery: #CFF 4bb) suggest that the Wilsons themselves may not have operated the mill; in an affidavit dated 1837, Joseph Janney testified that he rented the mill from David Wilson "during his (Wilson's) lifetime." Given the principal occupation of the subsequent purchaser, Benoni Wheat, an Alexandria merchant (Census, Population Schedule, Alexandria 1850), it also is likely that others operated the mill during the period between 1846 and 1853. For example, the 1850 census listed William Bloxham, a 77-year old English immigrant, as a miller working in the general vicinity of the Phoenix Mill (Census, Population Schedule, Fairfax County 1850:11)

The Watkins family

In 1854 (again as a result of a public auction), three members of the Watkins family, who also owned several other tracts in the area and at the city's West End, acquired the mill property (Wilson's Lot #2) from an interim owner, Peter Trexler. The corresponding *Gazette* advertisement described the tract as follows:

No.8. The Brick Water Mill, formerly called Phenix Mill, being 2 miles from Alexandria, on the Little River Turnpike, together with 56 acres of land, more or less, subject to a dower of \$60 to Mrs. Hannah Wilson. This mill has four run of burrs, and is capable of grinding 100 barrels of flour per day. The Rail Road runs within 50 yards on the South, and the Turnpike on the north and its nearness to the City, renders it desirable to those wishing to engage in milling. Upon the Farm are two comfortable frame dwellings [and] a large Brick Barn and Stable, capable of stabling 20 horses.

Three years later, the Watkins' bought a contiguous 27 ac parcel, "adjacent to Richard Windsor" (the former Ricketts property). From that point until the twentieth century, these two tracts conveyed as one property.

Although the Watkins family retained control of the mill until the late nineteenth century, they too apparently leased the property to others. For example, the 1860 census indicated that Leonard, John, and Alphus (?) Brown all were employed as millers in this vicinity (Census, Population Schedule, Fairfax County, 1860:70), which may explain why one Civil War map of the area identified the complex as "Brown's Mill." On the other hand, Fairfax County Land Tax records through the 1860s suggest that the tenant on the mill property was named Schofield or Scofield, although corresponding census records do not reflect that fact (Fairfax Land Tax 1861, 1869; Census, Population Schedule, Fairfax County 1860, 1870).

Between 1860 and 1880, when the family lost control of this property, documentary and photographic sources both suggest that the mill and the landscape surrounding it underwent significant changes. When the Union occupied the Alexandria area during the Civil War, properties that adjoined vital transportation links such as the Little River Turnpike and the Orange and Al-

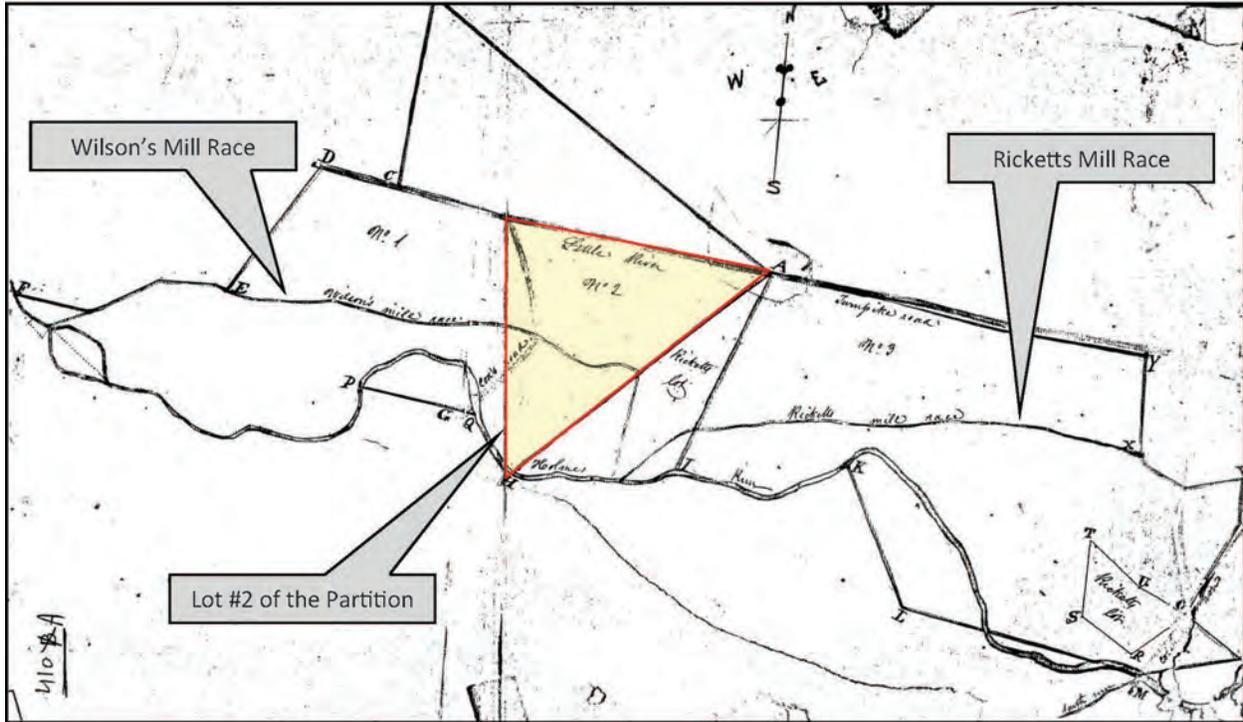


Figure 4.4. Detail from Survey and partition of Thomas Wilson’s property (1823), showing the original trajectory of Wilson’s Mill Race, Ricketts’ Mill Race, and the route of the Little River Turnpike (Image: Fairfax County Court)

alexandria Railroad (O & A RR) received particular attention (Figures 4.5 and 4.6)(NARA 1861; Balicki and Falk 2008:5) . Because the uninterrupted operation of the railroad was vital to the maintenance of Union supply lines, Union troops patrolled its corridor constantly, and Confederate guerrillas harassed its Union defenses. Mary Frobel, who lived across the Cameron Valley from the mill, noted that Union General Winfield Scott ordered the removal of all trees “within 10 miles of the railroad” to deny the element of surprise to would-be Confederate raiders (Lancaster and Lancaster 1992:89). This may explain the treeless landscape shown in the photograph in Figure 4.7. The individual in that photograph was standing southwest of the mill and north of the railroad right-of-way. The frame building in the background at the right margin of the picture appears to be a barn with a southward-facing forebay; it stands directly on the south side of what was then Mill Road.

After the Civil War, Watkins and his associates concluded two other property transactions that resulted in changes to the landscape around

the mill. In 1866, they entered into an agreement with the Alexandria Water Company to re-route the trajectory of the latter party’s intake canal (formerly, Ricketts’ mill race for the Cameron Mill) across the lower portion of the Watkins property (Fairfax Deeds Book G-4:142). The wording of this deed is significant, for it demonstrates clearly that, up to this time, the relative positions of Watkins’ tail race and the head race of the water company’s intake canal had not changed since the Wilson property partition in 1823 (see Figure 4.4). The deed described the new course of the intake canal as beginning at a point located “opposite Watkins’ tail race,” and extending for a distance of 430 yards to rejoin the company’s former canal race. The new intake right-of-way was 30 ft wide, and the realigned race itself measured 12 ft in width. Following this agreement, the Dominion Mills’ tail race now emptied into the headrace that supplied Hunt and Roberts’ Cameron Mill and the Alexandria Water Company’s pumping station, instead of emptying directly into Holmes/Cameron Run. The general trajectory of most of the tail race, however, continued to coincide

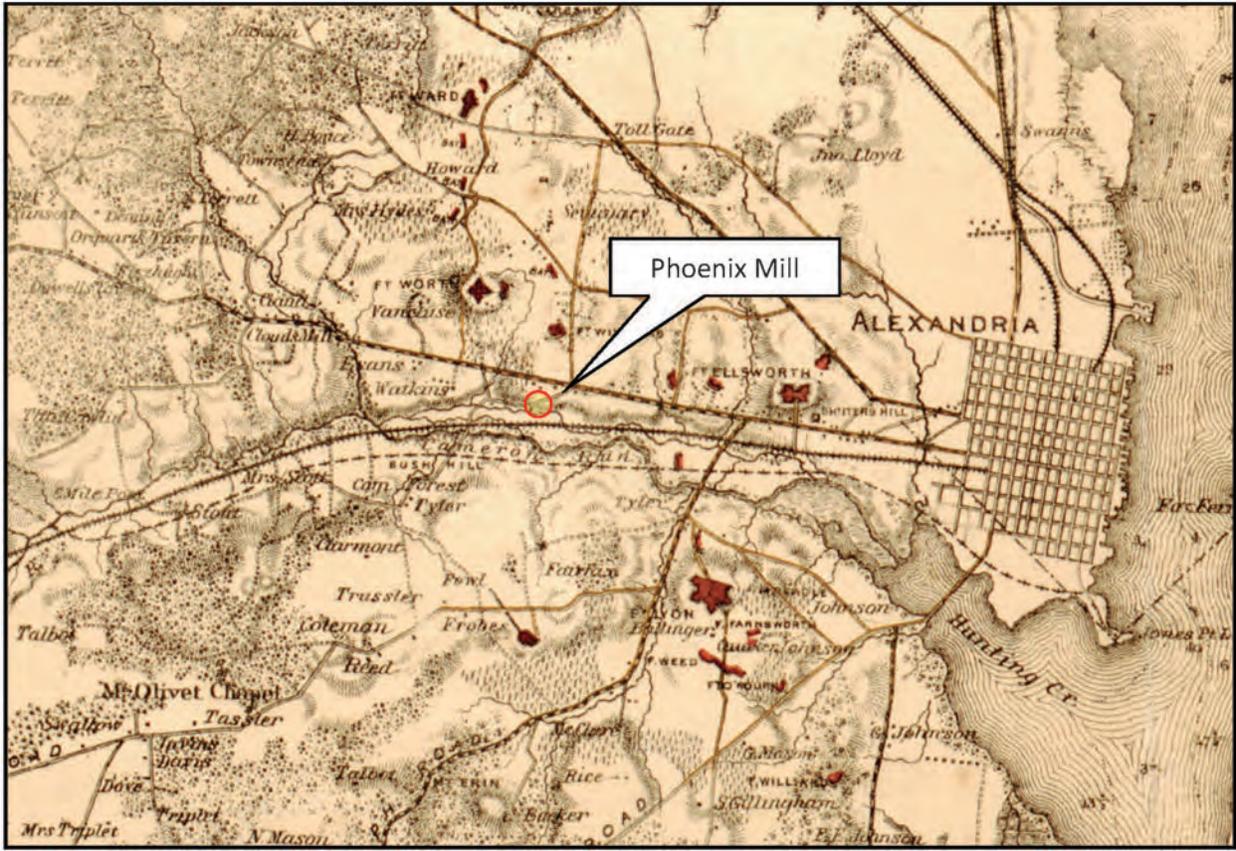


Figure 4.5 Detail from War Department (1865) Extract of military map of N.E. Virginia showing forts and roads, showing the location of Old Dominion Mill (Image: American Memory, Library of Congress)



Figure 4.6. Anonymous Civil War photograph (ca. 1861) showing construction of barricades along Duke Street to protect the Orange and Alexandria Railroad (Image: NARA)

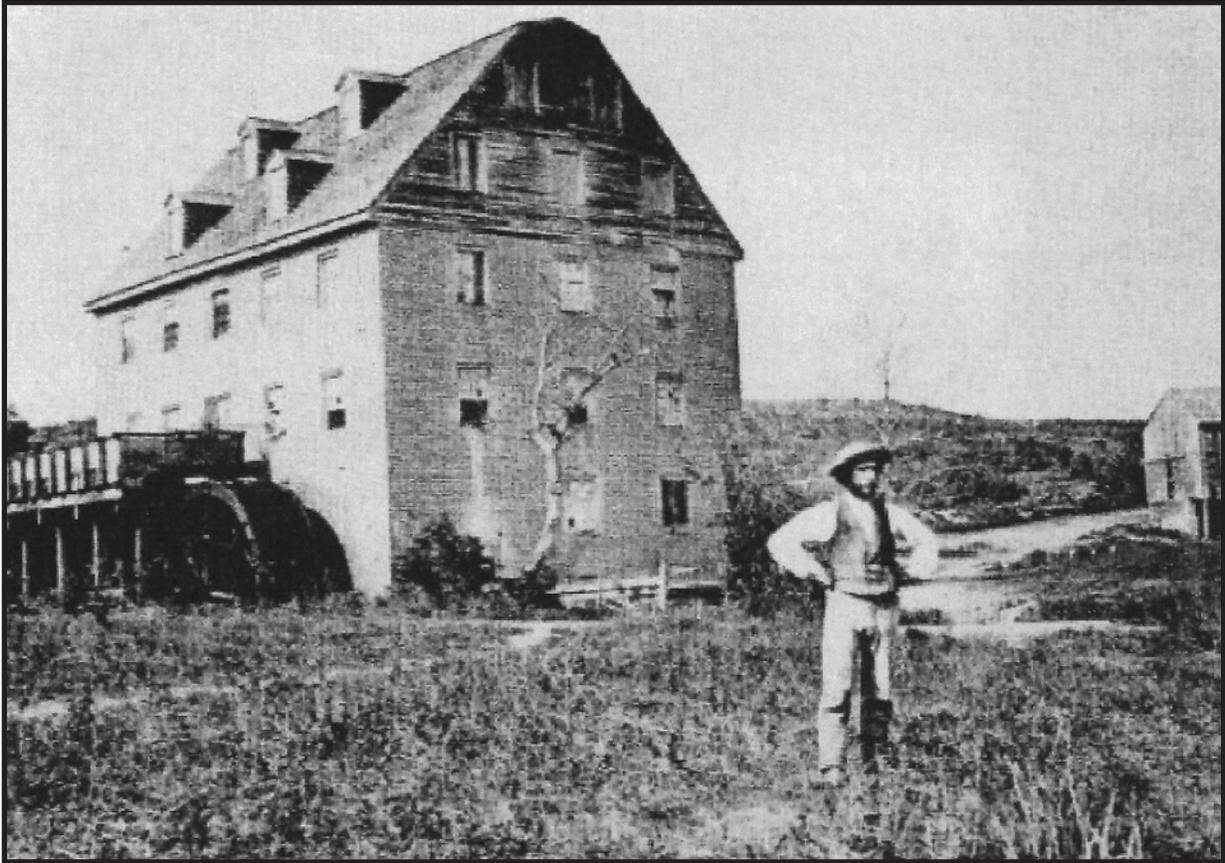


Figure 4.7. Anonymous undated Civil War era photograph of the Old Dominion Mill, showing the mill and its overshoot wheel, an unidentified frame building, and a landscape totally cleared of trees (Image: Davis 1985)

almost precisely with the angle of the western boundary of the current project area (Figure 4.8).

Fairfax County court and land records show that Watkins also lost a portion of his mill tract through condemnation proceedings that created the right-of-way for the Alexandria and Fredericksburg Rail Road. A team of court-appointed surveyors visited the property and filed a survey report (Fairfax Deeds Book O-4:168) that estimated the value of the land taken and the collateral damages caused by construction at a total of \$1,300. Watkins finally received this payment in June of 1871 (Fairfax Court Minutes 1869-1871). Rail construction across the lower half of the mill tract undoubtedly interfered with, among other things, the mill's tail race. These modifications, including the railroad's right of way and the mill's newly aligned tail race, were depicted most clearly on G. M. Hopkins' (1894) *Map of the Vicinity of Washington, D. C.* (Figure 4.9).

The mill itself also may have been upgraded at this time. In 1870, Watkins' mill was powered by a wheel that generated 35 hp; had a staff of 14 employees (both male and female); and reportedly produced 56,000 bushels of corn meal and 6,325 bushels of mixed feed annually (Census, Products of Industry, Fairfax County, Falls Church Township 1870:2). Tax records showed that the assessed value of the structures on Watkins' mill property increased significantly between 1861 (\$1,000) and 1870 (\$1,500). Unfortunately, the reason for the \$500 increase between these two years cannot be ascertained, since the tax lists simply recorded building valuations as a lump sum, and did not offer specific building descriptions (Fairfax County Land Tax Records [Land Tax] 1861; 1869-1870).

The next decade produced additional changes. Most importantly, the census returns indicated that the mill's (now) two overshot wheels were capable of generating 80 hp, although calculating the difference in output is difficult, since the 1880 data were expressed in terms of weight (pounds) instead of volume (bushels or barrels)(Census of Manufactures, Fairfax County 1880:492). Land Tax returns for 1878 also indicated a significant increase in the value of the buildings on the property; in aggregate, they now were assessed at \$5,000 (Land Tax 1878). Although the precise

reason for the increased property valuation remains unclear, the increased productive capacity of the mill operation may well relate to the installation of the second wheel, which reportedly was fabricated at the Jamieson and Collins foundry in Alexandria (Wong 2015).

John Brown/Frank Hill

In 1888, David G. Watkins' heirs were forced to sell the family's properties to satisfy estate debts. John Brown paid \$6,500 for the "Old Dominion" Mill, its water rights, and a total of 83 acres of land (Fairfax Deeds Book H-5:50), but like many previous owners of this property, Brown apparently defaulted on the deed of trust. As a result, Frank M. Hill, a printer who lived on South Lee Street in Alexandria, acquired the mill in 1896 (Chataigne 1888; Census, Population Schedule, Alexandria 1900). Hill himself obviously did not operate the mill, but just who was retained to run the enterprise is unclear. The 1900 census for Falls Church District of Fairfax County listed one "mill laborer" and four millers, one of whom, Walter Roberts, owned the Cameron Mills near Great Hunting Creek (Census 1900; Williams et al. 2005). None of the remaining three millers could be linked specifically to the Dominion operation.

Charles Cockrell

The last owner to actively operate the Old Dominion Mill and its associated farm acreage was Charles Cockrell, who purchased the complex from Frank Hill in 1903 (Fairfax Deeds Book L-6:659). Cockrell farmed the property, while Newton Carr, who boarded in Cockrell's household, apparently operated the grist mill (Census, Population Schedule, Falls Church District 1910:209). Further upgrades also were made in the establishment's equipment when the mill's remaining older wooden water wheel was replaced in 1909 with a Fitz 1-X-L metal wheel (Wong 2015). However, by the early 1920s, Cockrell, by this time a middle-aged farmer (Census, Population Schedule, Falls Church District 1920, 1930), had begun to subdivide this larger tract. By the 1930s, the Old Dominion Mill reportedly had ceased to produce flour and meal altogether (Wigglesworth 1976:50; Wong 2015).

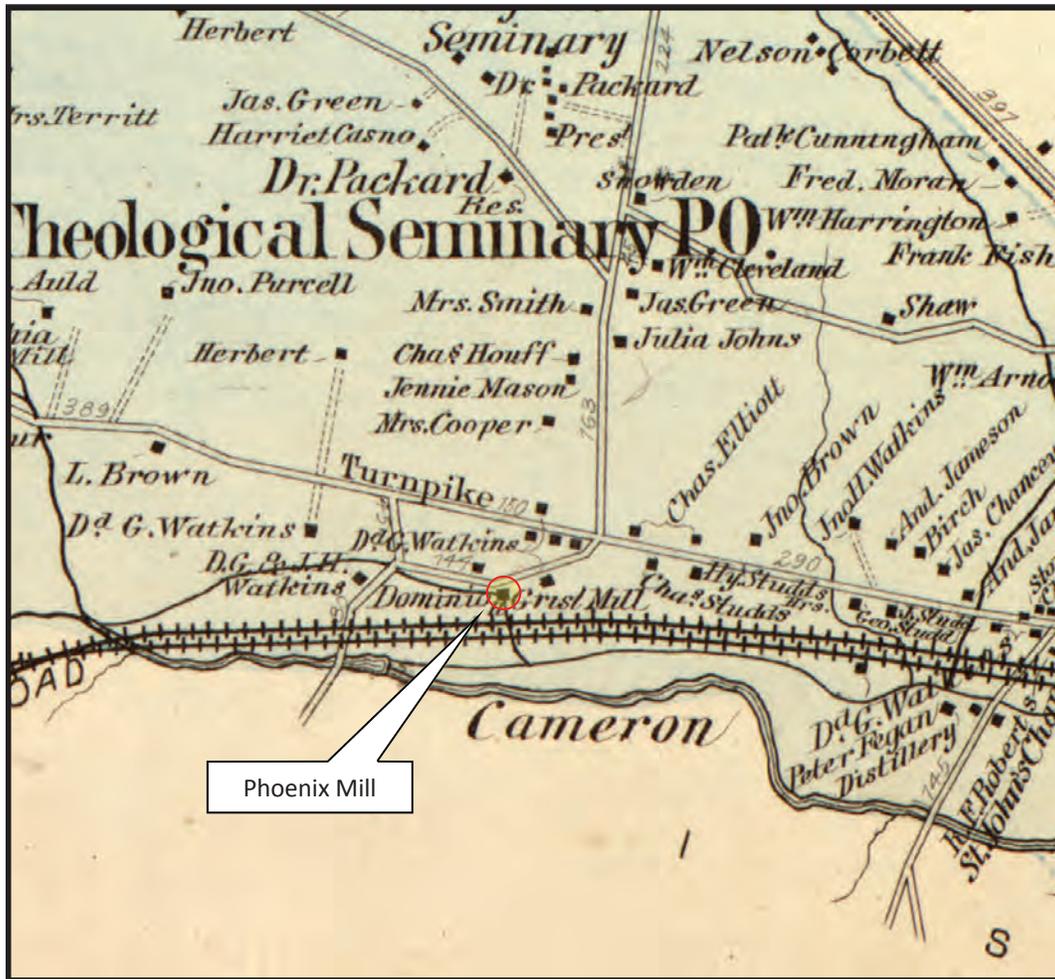


Figure 4.8. Excerpt from G.M. Hopkins (1878) Atlas of fifteen miles around Washington, showing the location of the Old Dominion Mill (Image: American Memory, Library of Congress)

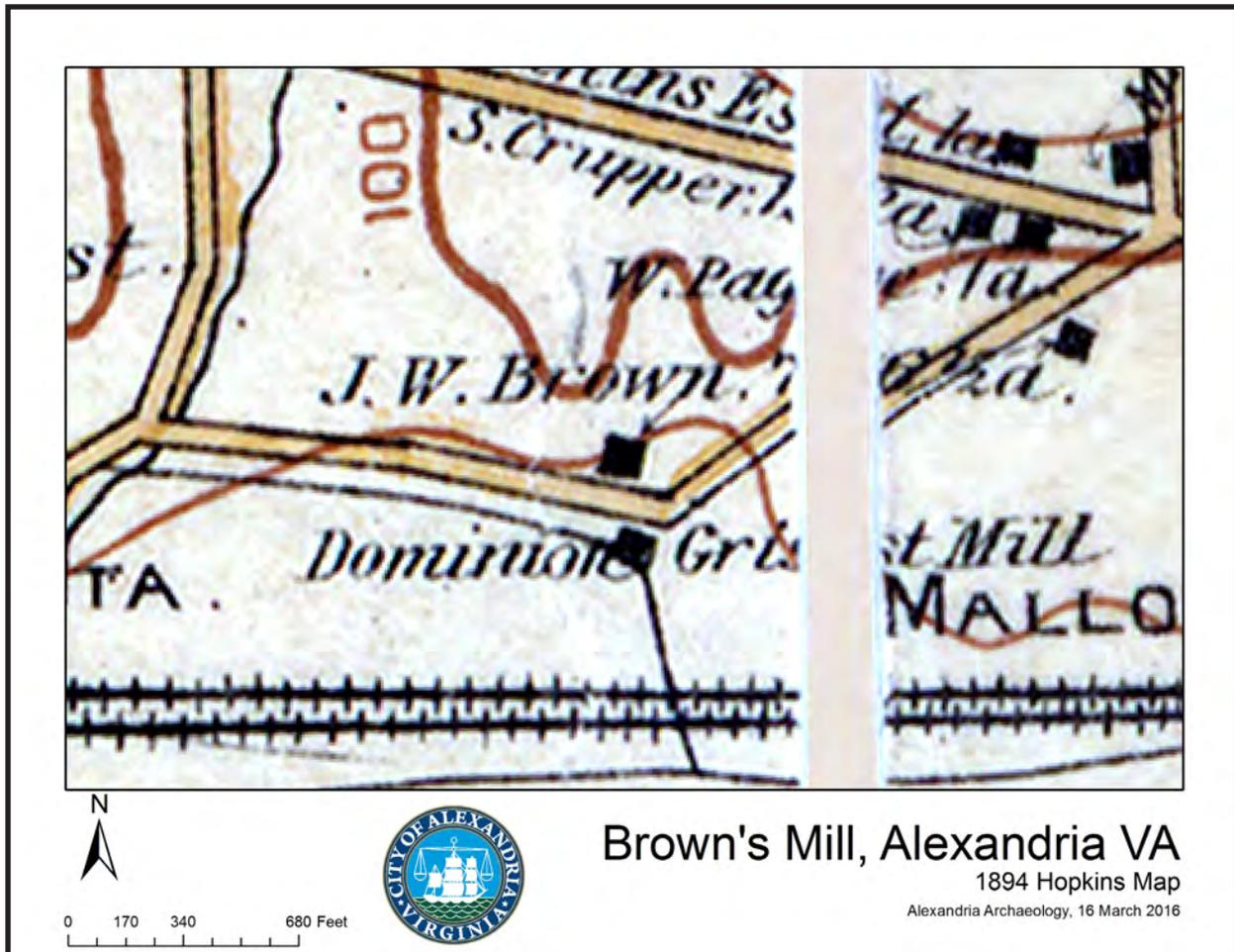


Figure 4.9. Excerpt from G. M. Hopkins' (1894) Map of the Vicinity of Washington, D. C., showing the altered trajectory of the Old Dominion Mill's tail race, and the railroad right of way immediately south (Image: Alexandria Archaeology GIS)

Two photographic images provide important insights into the development of this parcel during this period. A 1927 aerial photograph (Figure 4.10) appears to show the area south and east of the mill building as cleared but uncultivated, perhaps in use as pasture. A building directly across Mill Road from the mill itself may be the dwelling identified on Hopkins' 1894 map as "J. Brown's." Finally, this photograph clearly shows a rectangular "building shadow" directly on Mill Road northeast of the mill building; it is possible that this building "shadow" relates to the frame barn that was visible in Figure 4.7. The mature trees and small growth that surround the mill in Figure 4.11 contrast sharply with the treeless landscapes shown in Figures 4.6 and 4.7, suggesting that the latter undated photograph may depict the mill—its wooden sluiceway and wheel still intact—after Cockrell ceased active farming in the area.

Culleton/Bell

The chain of title for the specific mill property is somewhat murky beyond the Cockrell years. Patrick and Kate Culleton purchased one relatively large (3.32 ac) section of the Cockrells' property in 1922 (Figure 4.12). Culleton, a streetcar motorman, and his wife Kate apparently moved their residence from the District of Columbia (Census, Population Schedule, District of Columbia 1930) to "near the city limits" of Alexandria (Hill Directory Company 1932) and back to D. C. (R. L. Polk and Company 1935), where Patrick Culleton died of prostate cancer in 1938. His widow Kate apparently eventually moved to Bronx County, New York (Fairfax Deeds Book 489:57). However, the metes and bounds of the Culletons' property identified one of its boundaries as the eastern side of the mill race, and Joseph Berry's accompanying plat (Figure 4.13) clearly depicted the "Mill Lot" as lying outside of the Culleton parcel. That being the case, only the southern and western parts of the Culleton property would be included within the boundaries of the present project area. In 1946, Kate Culleton sold the 3.32 acres to V. Floyd Williams, an attorney for the City of Alexandria (Hill Directory Co., Inc 1950:371), who immediately transferred at least part of the property to Raymond and Josephine Gaines of Alexandria (Alexandria Deeds

Book 583:289). Samuel J. Bell and his wife Annie acquired a portion of the mill property in 1954, when they purchased part of the Culleton tract.

When Bell conveyed three contiguous parcels to the Industrial Maintenance Corporation four years later, only one of those properties was identified as the "Old Mill," and it in turn was composed of two separate sub-parcels (Alexandria Deeds 466:492-493). Delineating the explicit metes and bounds of these two small sub-parcels and superimposing them on the 1922 Cockrell/Culleton deed immediately clarified earlier boundary issues. The procedure showed that only the western portion of Culleton's original purchase was included in the "Old Mill" tract as sub-parcel #2, while Bell's sub-parcel #1 encompassed the site of the standing mill structure (Figure 4-13). Bell does not appear to have acquired the mill site as part of the Culleton tract; it is unknown when he purchased the mill parcel.

Two subsequent changes were recorded for the "Old Mill" property. One of these involved taking land along the right-of-way of Wheeler Avenue (formerly Mill Road) to realign and widen it. More significant, in terms of the property's archeological potential, was a 1963 deed that granted a perpetual easement to the City of Alexandria for the purpose of installing storm and sanitary sewer lines. The easement incorporated a strip of land, 15 ft (4.57 m) wide and approximately 303.5 ft (92.5 m) long, that extends north-south through the present property (Alexandria Deeds Book 576:381). That easement, which is shown on current engineering plans, has most likely negatively affected any archeological resources that may have been present within the easement area.

Current Conditions

The property occupied by the Phoenix Mill is fully developed. It contains the mill building and its attached twentieth century addition, a large storage building along the western property line, and supporting infrastructure including gasoline and air/water pumps (Figure 4.14). With the exception of a grass strip that contains the air/water pumps, the entire property is paved and serves as a large surface parking lot. A series of concrete-walled material storage bins are located



Figure 4.10. Excerpt from 1927 aerial photograph of the Old Dominion Mill area, showing the mill and surrounding landscape features. Contemporary parcel boundaries have been superimposed on this photograph. (Image: Alexandria Archaeology GIS)



Figure 4.11. Undated photograph of Old Dominion Mill, showing vegetation growth on the surrounding properties (Image: William Smith Collection, Special Collections, Alexandria Public Library)

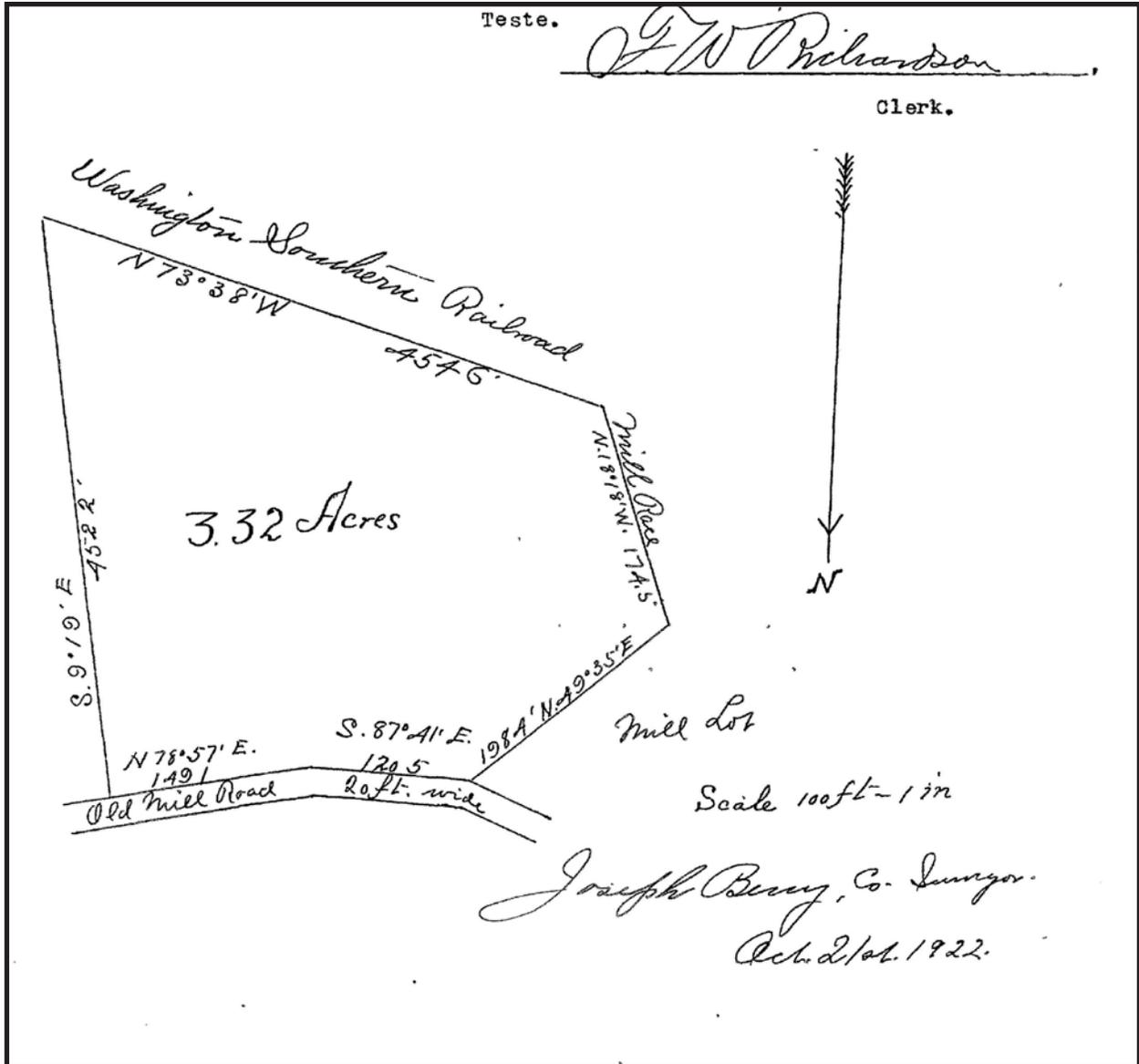


Figure 4.12. Detail from Joseph Berry's 1922 plat of Patrick and Kate Culleton's 3.22 acre purchase from Charles and Maggie Cockrell (Image: Fairfax County Land Records)

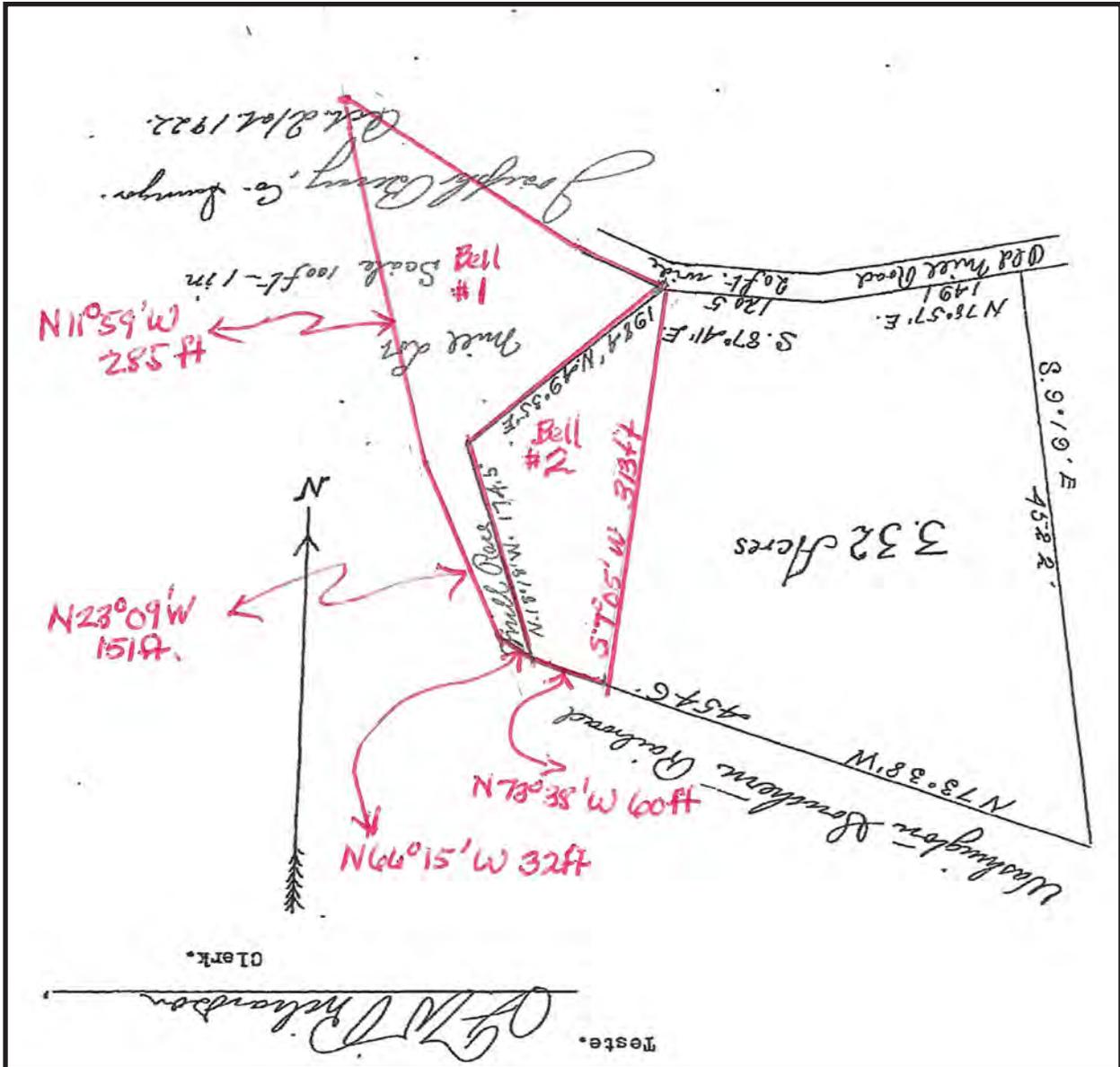


Figure 4.13. Detail from Joseph Berry's (1922) original plat of Patrick and Kate Culleton's purchase, with metes and bounds of S. J. Bell's "Old Mill" property superimposed (Image: Fairfax County Land Records, Martha Williams)

along the southern edge of the property; the bins are fenced from the ezStorage self-storage facility property and appear to be associated with a stockyard located on the adjacent CSX Railroad property.

The mill building stands in the northwestern corner of the property, adjacent to Wheeler Avenue (Figure 4.15). It has an attached cement block addition that includes three service bays and two pedestrian doors on the eastern side and additional service bay on the western side (Figure 4.16). The addition extends along the eastern and southeastern portions of the building and is two-stories in height. The rear of the addition abuts the historic mill building near the building midpoint at the entrance to the current basement of the building (Figure 4.17). The former location of a door or other opening is visible in Figure 4.18 behind the fire hydrant and near the southwestern corner of the building; the opening has been bricked over. The opening does not appear in nineteenth century photographs of the building, which indicate the rear elevation had only two windows on the first floor of the building and both were located on the eastern side of the building. The opening most likely was added during the twentieth century then later closed when the current basement opening was added.

The landscape around the mill building has been cut and filled to form the modern landscape. The terrain slopes gradually to moderately down toward the southern end of the property, with the most noticeable changes in elevation occurring around the mill building and in the location of the former mill race, which would have extended along the western edge of the building (Figure 4.19). The upper edge of the arched brick piercing indicating the early nineteenth century location of the mill wheel is visible along the side of the building at the level of the existing asphalt pavement (Figure 4.20). The wooden wheel was situated within a wheel pit located near the southwestern corner of the building. It would have received water through an elevated wooden flume that directed the flow from the mill race and

along the eastern side of the mill structure (see Figure 4.7). The configuration of the mill structure changed slightly during the late nineteenth century when the wheel was moved closer to the northwestern corner of the building (see Figure 4.11).

A rear support structure is located along the southwestern property line sits in the likely location of the mill tailrace (Figure 4.21). The structure is a one-story brick and cement block building that includes loading platforms and pedestrian doors on its eastern side and an additional loading platform on its northern side. At some point, both garage-type loading doors on the eastern platform were enclosed. Immediately north of the rear structure is a large surface parking lot (Figure 4.22). Although the lot is relatively level it is noticeably lower in elevation than Wheeler Avenue and the adjoining parcel to the west. This elevation difference is illustrated best along the western edge of the property, where a series of air/water pumps occupy a sloping strip of grass that also contains the concrete foundation for a storage bin (Figures 4.23 and 4.24). A paved service road extends behind the grass strip and along the property edge.

Two gasoline pumps are located in the northeastern corner of the property, near Wheeler Avenue (Figure 4.25). They are set in a concrete pad and are likely to include underground storage tanks. A second concrete pad east of the gasoline pumps may also have contained pumps and could also indicate the location of underground storage tanks. In addition to these potential subsurface disturbances, a utility easement that contains four existing storm and sanitary sewer line crosses through the center of the property, between Wheeler Avenue and the CSX right-of-way. An existing 10 inch sanitary sewer line enters the southwestern corner of the property to connect to one of the four storms and sanitary sewer lines within the easement; this line extends beneath the southwestern (rear) corner of the support structure.



Figure 4.15 Photograph showing front of Phoenix Mill building with attached twentieth century addition, view southwest (Provided by Siena Corporation)



Figure 4.16 Photograph showing eastern side of twentieth century addition to Phoenix Mill building, view west (Provided by Siena Corporation)



Figure 4.17 Photograph showing southern side of Phoenix Mill building with attached twentieth century addition, view north (Provided by Siena Corporation)



Figure 4.18 Photograph showing rear of Phoenix Mill building with attached twentieth century addition, view northeast (Provided by Siena Corporation)



Figure 4.19 Photograph showing elevation change at northwestern corner of Phoenix Mill building, view southeast (Provided by Siena Corporation)



Figure 4.20 Photograph showing location of early nineteenth century mill wheel shaft along western side of Phoenix Mill building, view southeast (Provided by Siena Corporation)



Figure 4.21 Photograph showing rear garage along western property line, view west (Provided by Siena Corporation)



Figure 4.22 Photograph showing rear surface parking lot located opposite the rear of the building (Provided by Siena Corporation)



Figure 4.23 Photograph showing elevation change along eastern edge of property in location of air/water pumps, view southeast (Provided by Siena Corporation)



Figure 4.24 Photographs showing elevation change along eastern edge of property in location of service road and storage bin, view east (Provided by Siena Corporation)



Figure 4.25 Photograph showing gasoline pumps near Wheeler Avenue, view north (Provided by Siena Corporation)

ARCHEOLOGICAL ASSESSMENT AND RECOMMENDATIONS

This documentary study and archeological assessment was conducted on behalf of Siena Corporation, in support of the permitting process for proposed redevelopment for 3640 Wheeler Avenue, in the City of Alexandria, Virginia. The work was conducted pursuant to a Scope of Work for a Documentary Study and Archeological Evaluation (dated March 3, 2016) generated by Alexandria Archeology in response to the project. The study was designed to assist Siena Corporation to comply with the City of Alexandria's Archeological Ordinance No. 3413 (1989), Section 11-411 of the City's Zoning Ordinance (1992), and Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (USDI NPS 1983).

Consultation regarding the scope of the documentary study was conducted with Dr. Garrett Fesler, staff archeologist with the City of Alexandria. All work was conducted in accordance with standards established in the Secretary of Interior's *Standards and Guidelines for Archeology and Historic Preservation; Guidelines for Conducting Historic Resources Survey in Virginia* (Virginia Department of Historic Resources [VDHR] 2011); *City of Alexandria's Archeological Standards* (1996); and under the terms of the archeological permits issued by Alexandria Archeology and the City of Alexandria, Virginia.

The Phase IA study provides a review of cultural resources surveys conducted in the vicinity of the project area, a review of known archeological sites and built resources; a review of soil bore data obtained for the project area by Hillis-Carnes Engineering Associates, Inc.; and an inspection of other archival data held by Alexandria Archeology in their files. The study also provides an assessment of the archeological potential of the

property that identifies areas of high archeological potential and includes specific recommendations for evaluating their significance. As part of the study, preliminary consultation about the potential direction of archeological investigations was conducted with Dr. Garrett Fesler, staff archeologist with the City of Alexandria.

Archeological Assessment

The Phoenix Mill was built some time before 1789 by William Hartshorne and George Gilpin. Fairfax County land records (Fairfax Deeds Books M-1:143-147, 227, 243, 320; P-1333; Q-1:418; R-1:340, 353) indicate that Gilpin and Hartshorne had begun to assemble the mill property during the 1770s in a series of six land purchases. Fire destroyed the mill and its contents in 1801, but Hartshorne quickly rebuilt the structure. Declaration of Assurance (1803) for the new four-story stone mill structure indicated it was located 20 ft (6.1 m) from the nearest building. In 1866, the tailrace was shortened to empty into the newly constructed headrace for the Hunt and Roberts' Cameron Mills and the Alexandria Water Company pumping station. A second wheel may have been installed on the mill during the 1880s to increase its productivity. The mill remained operational into the second decade of the twentieth century. Early twentieth century photographs indicate the land around the mill was farmed and that the mill building may have been left to deteriorate after it ceased production.

Historically undeveloped areas have the highest potential for intact archeological sites related to prehistoric or early historic activity. Prehistoric activity along the Cameron Run drainage includes occupation by Late Archaic peoples, as well as later Woodland cultures. These occu-

pations and activities extended into the historic period and, as a result, many archeological sites have been recorded in the area reflecting the long and short term use of this portion of Alexandria by Native American groups. Late twentieth century commercial development within the Cameron Stream Valley, including that within the present project area, generally has involved moderate to severe disturbance of earlier landscapes. Disturbances such as these have significantly diminished the prehistoric archeological potential of this area.

The current condition of the property indicate extensive cutting and filling as occurred in the conversion of the property from a functioning grist mill to its current commercial use. The majority of these activities appear to have occurred during the mid-twentieth century and to have included excavations within the property to install municipal and private utilities and underground storage tanks. The City of Alexandria received an easement for installation of storm and sanitary sewer lines across the property in 1963; this easement is depicted on modern plats and contains four storm and sanitary sewer lines. An additional easement allowed the realignment and widening of Wheeler Avenue, decreasing the original road frontage of the property.

Although historic photographs indicate the land sloped gradually down toward Cameron Run, the modern landscape does not have that same gradual contour. It slopes dramatically down from Wheeler Avenue and from the adjacent eastern property; these areas appear to have been cut and filled to achieve that contour. The large surface parking lot that covers the property also appears to have been cut. Soil borings indicate that up to 12.5 ft (3.81 m) of fill material has been deposited beneath the surface parking lot to achieve the present grade. The current level of the asphalt surface compared to the location of the piercing for the mill wheel shaft suggests that at least three feet of fill material covers the upper extent of the wheel pit in that location. Soil borings confirm that at least five feet of fill material has been deposited along Wheeler Avenue adjacent to the mill building.

Recommendations

A review of available historic documents, previous cultural resources surveys conducted in the vicinity of the project area, client-provided geotechnical data, and client-provided data on current conditions indicate the project area has suffered moderate to severe subsurface disturbance from past historic development activities. Although the historic Phoenix Mill is located on the property, the land adjacent to the mill has been deeply cut and filled to create the current landscape. Geotechnical studies indicate between 5-12.5 ft (1.52-3.81 m) of fill material overlie subsoil deposits within the project area. While fill material has the potential to preserve archeological resources, the fill material extends significantly below the natural surface grade. Due to the aggressive nature of this disturbance, it is unlikely that significant prehistoric or historic deposits related to the pre-modern development of the property remain.

Based upon the data reviewed during this study, the archeological potential for intact resources related to the pre-twentieth century development of the property is extremely low. The extensive cutting and filling activity that has occurred during the twentieth century following re-adaptation of the mill property makes it unlikely that any pre-modern historic surfaces remain intact. Based upon current project plans, which indicate impacts from cutting will be limited to the footprint of the ezStorage self-storage facility and will consist of the removal of man-made fill material and substrata, no archeological testing is recommended for the project area.

We recommend Siena Corporation continue consultation with the City of Alexandria regarding archeological resources within their project footprint. Although no further work is recommended for the project area, should any previously unidentified archeological resources be discovered during construction, all construction work in the vicinity of the find should be halted and the City of Alexandria, Alexandria Archeology contacted immediately. Evaluation of the resource by a professional archeologist may be recommended by the City of Alexandria.

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APPENDIX I

SCOPE OF WORK FOR A DOCUMENTARY STUDY AND ARCHEOLOGICAL EVALUATION (DATED MARCH 3, 2016)



Office of Historic Alexandria/Alexandria Archaeology

Torpedo Factory Art Center #327
105 N. Union Street
Alexandria, VA 22314
Main Office: 703.746.4399



**Scope of Work for a Documentary Study and Archaeological Evaluation
at 3640 Wheeler Ave.
Alexandria, Virginia**

March 3, 2016

Development is slated for the property located at 3640 Wheeler Avenue in the City of Alexandria, Virginia. The properties on either side of 3640 Wheeler Ave. have been studied, and there are existing reports available by inquiry with Alexandria Archaeology. In the same document the consultant will complete a Documentary Study and an Archaeological Evaluation, as described below.

Documentary Study

The objective of the Documentary Study is to produce a full history of the property, and place it into a historical context that can allow for future interpretation. Historic Brown's Mill is located on the property, the only historic mill still standing in Alexandria. It was built by either William Hartshorne or George Gilpin between 1776 and 1812 and was known simply as a "water grist mill." The mill operated into at least the late 19th century and was known at various times as "Phoenix Mill," "Old Dominion Mill" and "Brown's Mill." A full documentary history of the property, its ownership, and the life of the mill is needed.

Archaeological Evaluation

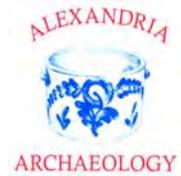
In conjunction with the Documentary Study, the archaeological consultant also should consult historic maps, deeds, and other documents in order to produce an Archaeological Evaluation. The goal of the Archaeological Evaluation is to determine the archaeological potential of the property based on its condition (i.e. archaeological integrity) as well as the potential locations of archeological resources that may be preserved within its bounds. The evaluation will not involve any excavation at this time, although a site visit is encouraged. The study should address the effects of previous disturbances and grading on archaeological potential as well as the impact of the proposed construction activities on the areas of potential.

If the consultant finds that there is potential for significant archaeological resources to be impacted by the proposed development, the report must present specific recommendations that delineate the archaeological testing strategy needed to recover data threatened by development. If warranted, the consultant should indicate locations for soil borings, backhoe scraping or trenching, hand excavation, and/or monitoring. The recommendations will be based upon the specific criteria for evaluating potential archaeological significance as established and specified in the Alexandria Archaeological Protection Code. Any recommendations for archaeological



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testing must be approved by the City Archaeologist. Ultimately, the Archaeological Evaluation should result in a recommendation as to whether an archeological investigation—and what level of investigation—is needed on the property prior to development. The strategy and budget for any required archaeological excavations will be determined after completion of the documentary research and evaluation.

Final Report

The Documentary Study will consist of maps, plus primary and secondary source information. The archival research shall include, but is not limited to, a search of deeds, plats, title documents, probate and other court records; tax and census records; business directories; published and unpublished manuscripts of first-hand accounts (such as letters, diaries, and county histories); historical maps; newspaper articles; previous archaeological research; pedological, geological and topographic maps; modern maps, previous construction plans and photographs that can indicate locations of previous ground disturbance; and oral histories, if appropriate. Repositories to be visited include, but are not limited to, Alexandria Archaeology, the local history sections of public libraries in northern Virginia, county and/or city courthouses, the Library of Congress, and the National Archives. An on-line search for relevant data is also encouraged.

The archival research shall result in an account of the chain of title of the properties, a description of the owners and occupants, and a discussion of the land-use history of the property through time. It must identify significant themes, develop historical contexts for the interpretation of the site, and include research questions that could provide a framework for conducting any necessary archaeological work. In addition to the narrative, the final report should include maps that depict the locations of historic structures, historic topography, and water systems, the locations of any known previous disturbances to the site (including, but not limited to, changes in topography, grading and filling, previous construction activities), and the locations and depths of the proposed construction disturbances (including, but not limited to, structures, roads, grading/filling, landscaping, utilities). These maps will help to indicate the areas on the property with the potential to contain significant archaeological resources that could provide insight into Alexandria's past.

All aspects of this investigation must comply with the *City of Alexandria Archaeological Standards*, the *Guidelines for Conducting Cultural Resource Survey in Virginia*, and the *Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation*.

Public Interpretation

The *City of Alexandria Archaeological Standards* require that a public summary be



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prepared as part of the Documentary Study. The public summary must be approximately 4 to 8 pages long with a few color illustrations. This should be prepared in a style and format that is reproducible for public distribution and use on the City's web site. Examples of these can be seen on the Alexandria Archaeology Museum website. A draft of the summary should be submitted to Alexandria Archaeology for review along with the draft of the Documentary Study/Archaeological Evaluation report. Upon approval, a master copy (hard copy as well as on CD) must be submitted to Alexandria Archaeology.

The consultant shall also work with the property owner and City staff to develop themes that could be used to integrate the historic character of the property into the design for the project. If required by the City archaeologist, the consultant shall prepare text and graphics for interpretive signage on the property.

Tasks

The following is a summary of the tasks to be completed:

1. A resume of the historian who will be doing the documentary research shall be sent to Alexandria Archaeology for approval prior to beginning the research. Once approved, the historian should speak/correspond with Alexandria Archaeology staff to go over the requirements of the project.
2. Gather available information, including to-scale historical maps, site reports, and secondary compilations and indexes, from City files.
3. Visit other repositories to complete research from primary and secondary sources.
4. Analyze the compiled data to evaluate the potential for the recovery of significant archaeological resources on the property.
5. Produce a preliminary draft of the Documentary Study report with recommendations, including a Scope of Work for the Archaeological Evaluation (if needed), and submit it for review by Alexandria Archaeology staff. Upon approval by Alexandria Archaeology, prepare a budget for the Archaeological Evaluation.
6. Meet with the City Archaeologist and the developer/architect/landscape architect to provide information that might be useful in integrating the historic character into the design of the development. Provide text and graphics for interpretive signage, if required.



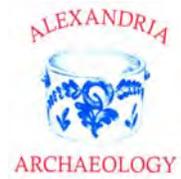
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7. Make required revisions to the draft and deliver 1 unbound and 3 bound copies of the final Documentary Study report to Alexandria Archaeology, along with a CD of the final report and a separate CD of the public summary with graphics, and text and graphics for interpretive signage.

Formats for Digital Deliverables:

1. Photographs: .jpg.
2. Line Drawings: .gif or .jpg as appropriate.
3. Final Report/Public Summary Word and PDF
4. Oral History Word
5. Catalogue: Word, Access or Excel
6. Other Written material: Word, Access, Excel, Adobe InDesign or PDF as appropriate

APPENDIX II

RESUMES OF
KEY PROJECT PERSONNEL

Kathleen Marie Child, M.A., Project Manager, has served as Project Manager and Assistant Project Manager for R. Christopher Goodwin & Associates, Inc. (RCG&A) since 1989. She was awarded a M.A. in Historical Archeology from The College of William and Mary (2009) and a baccalaureate from St. Mary's College, Maryland (1989).

While at RCG&A, Ms. Child has worked on numerous cultural resource surveys, archeological evaluation and mitigation/data recovery projects, and cemetery relocation projects. The geographic range of the projects under her supervision spans the Mid-Atlantic and southeast regions and she has worked for a wide range of private, state, and federal agencies, including the U.S. Army Corps of Engineers, Baltimore and New Orleans Districts; Maryland State Highway Department; the Veterans Administration; and NASA Langley. Her experience includes investigations conducted on properties managed by the National Park Service, the U.S. Army, the U.S. Marine Corps, the U.S. Navy, the Air National Guard, the Veterans Administration, and NASA.

Ms. Child has supervised cultural resources investigations at a diverse range of prehistoric and historic period sites within challenging settings that have ranged from undeveloped wilderness areas to inner-city urban sites. She has supervised Phase I through Phase III level investigations on prehistoric and historic archeological sites spanning a diverse range of temporal periods. Her expertise is in historical archeology and includes investigations on sites ranging from the early colonial period through modern period. She has served as field director for investigations undertaken in diverse settings ranging from inner-city areas of major cities such as New Orleans, Baltimore, Washington, D.C., and the District of Columbia to rural sites situated within undeveloped wilderness areas. Recently, Ms. Child served as a field director for Phase II-III investigations for the Veterans Affairs Medical Center in downtown New Orleans, and as project manager for a Phase I studies conducted within the City of Alexandria, Virginia and the City of Frederick, Maryland. Ms. Child also has supervised mortuary excavations at nineteenth century historic cemeteries ranging from a single interment to 84 individuals interred within a multi-family plot. Her mortuary experience includes investigations at a prehistoric contact period site, as well as with Middle and Late Woodland period interments in isolated settings.

Ms. Child has authored and co-authored many technical reports while employed with RCG&A. She has presented two original research papers at the Mid-Atlantic Archeological Conference, including one on the regional significance and research potential of two historic sites related to the early development of Leonardtown, Maryland. She also has prepared public information presentations for the Maryland State Highway Administration and for local historical and preservation societies.